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# THE SHOCK AND VIBRATION DIGEST

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# THE SHOCK AND VIBRATION DIGEST

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# SVIC NOTES

## Subject/Author Indexes for Annual Technical Meetings

Keeping track of the information received at annual technical meetings is a problem for attendees. If, like me, you have attended one or two meetings for several years, you probably have a five to ten year set of proceedings sitting on your bookshelf. By now, you find it difficult to find particular articles, especially the older ones. Others in your office find it even more difficult to find the same information because they didn't even go to the meeting. The proceedings gather dust and the return on the investment made by your organization to send you to the meeting and buy the proceedings becomes nil.

All of these problems would be solved if meeting organizers would, at regular intervals, publish a subject/author index of their proceedings. Such an index is a great time saver and allows an organization to extract the maximum benefit from the proceedings.

There are several key principles to follow when creating an index: (1) keep it simple, (2) design it to serve the needs of the meeting attendee, (3) base the subject index primarily on the titles of the individual meeting sessions followed by the most significant subject terms in the titles of the papers. The first principle, keeping the index simple, increases the likelihood that the index will be produced at regular intervals because production will be easier. The second and third principles are interlocked and logical. Ask the question, "in what way does the average person recall what they learned at a meeting?" Most likely they will remember the overall title of a session they actually attended such as PYRO-TECHNIC SHOCK or MODAL TESTING. They also might remember one or more major subjects from the title of a paper they heard or even the name of the author. It is logical then to create an index according to the above principles two and three, because it fits well with the way human memory operates.

If there isn't an index to your favorite set of proceedings, take steps to have one created; better yet, get on a working group to create one yourself. The best solution, of course, would be to have the meeting planners themselves put the index together.

JGS



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# EDITORS RATTLE SPACE

## THE ENGINEER AND SOCIETY

In a recent article in *Science* magazine\* an editorial, "The Status of Engineering", dealt with the role of the engineer in modern society. In essence Baker concludes that unless there is more media awareness and recognition of the engineering profession the standard of living in USA will decline. While this may seem like a naive and sweeping conclusion, it is not without basis. The conclusion is based on the premise that without recognition, encouragement, and reward a profession does not attract good people. Without talented persons we will not be able to design the complex systems required to maintain the status quo -- much less move ahead. Apparently some countries other than USA have been able to overcome this problem.

In my opinion, the signs of this decline are present. Our widening trade deficit means more than a lack of management. Much publicity has been given to Japanese style management; however, little significance is given to efficient production methods including the use of robots. The facts of life indicate that increased efficiency and productivity is necessary. Yet few of our schools remotely relate to production engineering. I do not fault the schools for this problem -- the motivation has to come from society. This leads me into another sign of decline. One of the most valuable resources of any society is its schools and universities. Today our university system is in jeopardy. Good people are not being properly recognized or rewarded. The result will be inferior training for future engineers. This means less innovation and ability to develop the complex systems required to function in the society of tomorrow. The fact that few engineers are taking graduate training and that talented professors are leaving the university because of financial hardship are adequate signs of decline. The design of the complex interdisciplinary systems of tomorrow will require more training and better physi-

cal understanding than ever required in our present space age.

Baker comments that the public is more aware of scientists and science than of engineers. I believe this is only true for the case of persons involved in the life sciences. The media deal with the life sciences quite well -- largely because the average person in society can relate to this area. I don't think the media deals any better with physical scientists than engineers. It is a fact that the average person in society is unaware of what an engineer does -- nor does he or she care. To the public, the engineer is some mystical genius who uses a lot of math to do his or her job. In recent years I have been increasingly aware of the life science orientation of educational programs on television. The little exposure I have had in other countries showed this was not true. Furthermore I cannot explain why the media have neglected physical systems and all that is associated with them. Even the space shuttle did not help the situation. Perhaps it is because engineers and scientists are satisfied to quietly do their job. Perhaps it would be good for both them and society if they were more vocal. The successful people that I have known were successful not only because they were talented but also because they let people know of their accomplishments.

In my opinion, society is going to have to become more aware of engineers and what they do if we are to increase recognition and reward -- those factors necessary to increase the productivity, ability, and ingenuity required to maintain and increase our standard of living. Only the media have the power to accomplish this task. Perhaps engineers will have to be more vocal and educate the media on these facts of life.

R.L.E.

\*Baker, D. Kenneth, "The Status of Engineering," 230 (4721), 4 October 1985, p 13.



## ACOUSTIC EMISSIONS FROM WIRE AND SYNTHETIC ROPES

P.A.A. Laura\*

**Abstract.** The rupture of mechanical cables used in towing operations, remote control of equipment, and salvage operations can result in loss of both life and equipment. Accordingly, reliable and simple methods to assess the structural integrity of mechanical cables are of utmost importance. The present paper is a brief review of applications of the acoustic emission method from the point of view of the nondestructive evaluation of wire and synthetic ropes and monitoring their mechanical status while in operation.

Cables and cable systems are extremely important in ocean and coastal engineering; e.g., mooring buoys and vessels, towing and trawling operations, supporting underwater instruments. Such systems also constitute essential structural elements in tension leg platforms and suspended bridges [1].

As stated by Harris and Dunegan [2] "the extensive use of wire rope in a wide variety of applications, and the difficulty of nondestructively evaluating the integrity of rope by conventional techniques, has led to an increased interest in the acoustic emission characterization of such components." Similar considerations are valid in the case of synthetic ropes. Acoustic emission techniques have been used in applications ranging from nuclear reactors and space vehicles technology to materials research.

Acoustic emission phenomena begin when a crack propagates in a stressed solid. A portion of the strain energy stored in the body is released and a compression wave is propagated. The resulting particle motions can be picked up by transducers placed at the surface of the solid. Acoustic emission techniques are very sensitive to wire or fiber breakage and are, therefore, well suited for monitoring the structural status of wire [3] or synthetic rope [4] and for performing nondestructive evaluation.

### ACOUSTIC EMISSIONS IN THE CASE OF WIRE ROPE

A brief review of research into failure mechanisms of cable ropes and the acoustic emission signatures of the various cables has been published [5]. Early uses of the acoustic emission method to detect deterioration of a cable prior to complete failure were motivated by the loss of the deep submersible ALVIN [3]. These early investigations showed that clearly audible stress waves were emitted at approximately 95 percent of the maximum load allowed.

Harris and Dunegan [2] extended early investigations and performed cyclic loading experiments and rising load tests. They obtained several important results:

acoustic emission techniques can be used to measure the number of wires that break during a given loading of a cable

faulty cables can be easily distinguished by the acoustic emission method

continuous acoustic monitoring of fatigue cycling of cables is easily accomplished and provides ample warning of impending fatigue failure

From the point of view of developing a realistic, operational system the most important contribution was work performed at the Defence Research Establishment between 1976 and 1979 [6]. The research program has resulted in a thorough understanding of the acoustic response from an AN/SQS 505 VDS (variable depth sonar) tow cable and use of that information to safeguard a towed body from loss due to fatigue failure of the cable. An impressive amount of experimental work was performed that made it possible to design a

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cable monitoring system. The transducer and preamplifier are mounted at the point of most probable failure of the VDS cable: the sea-end cable termination.

### ACOUSTIC EMISSIONS IN THE CASE OF SYNTHETIC ROPE

It has been stated [7] that "the rupture of a synthetic fiber rope (or line in marine use) under stress is often associated with an explosive snapback."

"Any object or individual in the path of the rope snapback may suffer serious damage or injury. In spite of a distinct need for nondestructive evaluation (NDE) procedures for the structural integrity assessment of new and used synthetic lines, NDE procedures are currently limited to visual examinations."

Vanderveldt and Tran [4] were the first researchers to apply the stress wave emission monitoring method to the study of synthetic ropes. They examined three different types of braided synthetic rope: nylon cover over nylon core, polyester cover over polypropylene core, and nylon cover over polypropylene core. An accelerometer was used to detect stress waves in the procedure utilized [3].

Vanderveldt and Tran [4] showed that an increase of at least an order of magnitude in the slope of the curve of the number of stress wave emissions vs the applied load is a good indicator of impending catastrophic failure. No significant differences in stress wave emission characteristics were observed for the three types of synthetic ropes considered [4].

Acoustic emissions of synthetic ropes subjected to loading have been studied by other researchers. Important results were obtained by Williams and Lee [7]. Recently the NDE technique of acoustic-ultrasonic testing has been applied to nylon ropes [8].

The NDE technique of acoustic-ultrasonic testing involves introduction of an ultrasonic pulse into a structural system via a transmitting transducer. The dynamic disturbance is detected by a receiving transducer

mounted on the same face of the structure. The result is generally defined as the stress wave factor (SWF). The SWF is evaluated as the number of threshold crossings of the ring-down oscillations in the output signal from the receiving transducer. This parameter indicates the relative efficiency of energy transmission at the receiver frequency [8].

Acoustic-ultrasonic NDE have been conducted on new dry Samson double-braided 2-in. nylon rope [8]. Stress wave factors were determined at various tensions for undamaged, core cut, core removed, and cover cut rope samples. This excellent study shows that there are characteristic SWF vs load properties for undamaged and damaged ropes.

However, the SWF characteristics are caused by complex mechanisms. Two variables with considerable, competing effects are the transducer-rope contact area and the rope compaction coupling between all the structural members: fibers, yarns, core, and cover. As stated by the investigators [8], "the SWF characteristics are due to rather complex mechanisms. Thus, applications of the stress wave factor in the NDE of structures in general, and synthetic fiber ropes in particular, should be coupled with adequate SWF modeling to achieve the maximum capability and the proper interpretation of the results of this test technique."

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# LITERATURE REVIEW:

survey and analysis  
of the Shock and  
Vibration literature

The monthly Literature Review, a subjective critique and summary of the literature, consists of two to four reviews each month, 3,000 to 4,000 words in length. The purpose of this section is to present a "digest" of literature over a period of three years. Planned by the Technical Editor, this section provides the DIGEST reader with up-to-date insights into current technology in more than 150 topic areas. Review articles include technical information from articles, reports, and unpublished proceedings. Each article also contains a minor tutorial of the technical area under discussion, a survey and evaluation of the new literature, and recommendations. Review articles are written by experts in the shock and vibration field.

## RECENT RESEARCH ON TURBULENT FLOW NOISE MECHANISMS

D.F. Long\* and R.E.A. Arndt\*

**Abstract.** This article is concerned with the pressure field generated by large-scale coherent motions in turbulent flows. A general decomposition is discussed that evaluates the magnitude of the coherence in an unbiased way. This tool is described in terms of two flows of current interest, jets and boundary layers.

As with most disciplines, the experimental techniques used in turbulence research follow from what is believed to be the physics of the problem. Turbulence was once thought to be a random and chaotic motion of parcels of fluid riding upon a given mean flow pattern. Previous measurements reflect this view. The structure of a turbulent boundary layer, for instance, was thought to be describable in terms of regions of the mean velocity profile. Such terms as sublayer, buffer layer, logarithmic region, and wake region are typical [1].

There has been an increasing awareness that the fluctuating component may not be totally random. Flow visualization studies indicate that, in addition to the mean and random components of the motion, there may be a third term, which is known as a quasi-coherent motion. Spurred by visualization in boundary layers [2, 3] and in jets and shear layers [4-7] investigators began to study whether the presence of this quasi-coherent motion played a major role in turbulence dynamics. Such words as bursts, sweeps, and streaks were used to describe the boundary layer structure in place of words based on mean velocity profile. A similar trend was noted in studies of jets and shear layers.

Some investigators [8, 9] then began to question the role played by these coherent structures in the noise radiation process, mostly in jets and to a limited degree in boundary layers. It was noticed that these

large-scale structures were readily observable at Reynolds numbers based on jet diameter less than  $10^5$  but disappeared at higher Reynolds number. Curiously, changes in radiated noise also occurred, depending on whether the Reynolds number was less than or greater than  $10^5$  [10, 11]. Some investigators thought that the large scales might still be present but were masked by the high level of small-scale turbulence [8].

Any of three possible mechanisms might actually produce the noise. One is the traditional view that the turbulence is composed of a large number of random turbulent eddies acting independently and that the noise is produced by collisions and vibrations of small-scale eddies [12].

A second possibility is that the large-scale structure produces noise directly. An example is a jet excited by a pure tone. At a very specific condition [13, 14] the jet can be made to produce discrete tones in the noise spectrum that can be directly related to the large structure. It is thought that successive vortex pairings cause a fluctuating stress that acts as a noise source and produces the tones. It is not known if this mechanism occurs in unexcited or natural jets to any significant degree.

It is the third possibility that we feel is most plausible for natural jets and possibly boundary layers: the large-scale structure acts as a modulator of the smaller scales that actually produce the noise. The large scales may thus be making the process either more or less efficient. Obviously, this concept is very difficult to prove conclusively, but there is some evidence to support it [8, 9].

Traditional jet noise experiments [15, 16] were conducted assuming that the first possibility was the correct mechanism. The

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experiments were generally designed to verify the theory [12, 17] through measurements of intensity, directivity, and spectral density. The general features were verified; subtle discrepancies were explained away as due to scattering and interference effects. In view of the possible presence of coherent structures, these subtleties should be reexamined.

Far-field measurements are doomed to failure in determining the nature of the source in part because of the extremely small amount of total jet power that is radiated as noise. The acoustic radiation efficiency of a subsonic jet is on the order of  $10^{-4}$  times the Mach number to the fifth power [15]; the noise source mechanism is therefore associated with a very small fraction of the local turbulence energy. It seems likely then that the radiated noise does not result from gross features of the turbulence but from a much more subtle interaction. Therefore, attempts at a correlation between far-field noise and local turbulence appear tenuous at best.

If measurement procedures are as unbiased as possible, subjectivity is restricted to interpretation of results. If a procedure is applied to many similar experiments, subtle interactions and differences may provide a clue to the radiated noise problem. At present, however, every experiment is conducted differently and, due to individual bias, not only the results but also the measurement procedures are subject to interpretation. Two similar experiments can appear to show opposite results due to the measurement techniques employed [18, 19].

Two experimental situations in which radiated noise is of concern are considered below: jet noise (the most obvious example) and boundary layer noise. A proposed procedure is to decompose the fluctuations associated with the turbulence into orthogonal components; i.e., the so-called Karhunen-Loeve, or K-L, expansion. These components are related to the structure of the turbulence and discussed in terms of possible noise generators. Homogeneous and stationary random variables are also briefly discussed.

## STATIONARY AND HOMOGENEOUS PROCESSES

The significance and usefulness of the K-L expansion rests in its use in nonhomogeneous and nonstationary situations. Stationarity traditionally refers to a time signal; homogeneity refers to a spatial structure. From an analytic point of view they mean the same thing; i.e., only relative distances are important in terms of statistics. As far as the time signal is concerned, the random signal under consideration has the same general character at present as it will at a later time; the mean level, rms level, and higher order moments are invariant. As far as spatial variables are concerned, the correlations and length scales are invariant from point to point.

The alternative to either situation is that the signal is either nonhomogeneous or nonstationary. A few specific examples illustrate the point. For instance, the acceleration of a body immersed in a fluid or the start-up of a wind tunnel are examples of a nonstationary process; the motion of a body at constant velocity through a fluid or the continuous operation of a wind tunnel are stationary.

Note that an experiment could be classified either as stationary or nonstationary depending on the desired result. A cavitation experiment is an example. The overall situation is stationary; that is, the character of the output signal is the same at any instant. On the other hand, the output of a single cavitation event is nonstationary. There is no noise before the event. The event causes an intense pop that is followed by a few oscillations due to the bubble rebounding. The character of this event is not the same at any instant. A single event is nonstationary but the whole experiment is stationary.

Spatial variables can be treated similarly. They are either homogeneous or nonhomogeneous. However, because space is described by a vector comprised of three perpendicular directions, it is direction that is homogeneous or nonhomogeneous.

A simple example is two-dimensional shear layer. The flows have been studied extensively in laboratory experiments because

they show all the features of more complex flows. The three independent directions are denoted in the usual sense by  $x$ ,  $y$ , and  $z$ ; the orientation of the mixing layer is shown in Figure 1.

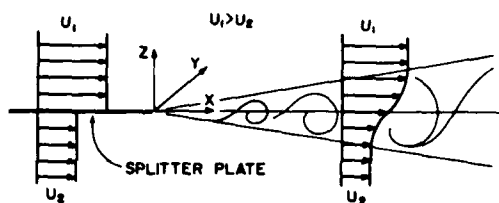


Figure 1. Mixing Layer Orientation

The transverse direction  $y$  is homogeneous because the flow variables should have the same general character from one point to the next. The existence of end plates or a finite width channel must be neglected; only the interior portion can be considered homogeneous. For a large aspect ratio (width/height  $> 10$ ) this is a satisfactory approximation.

The vertical direction is strongly nonhomogeneous; the flow properties change significantly from one point to the next. This is easily seen by noting the change in the rms fluctuation level across the layer. The center has a high intensity that dies off almost to zero in the two free streams. Other properties and moments also change, but the vertical direction can be defined as nonhomogeneous.

The streamwise direction is also nonhomogeneous; small-scale eddies occur close to the origin of the mixing layer, and larger scales occur further downstream. Each eddy scale exists for only a limited spatial range.

Even the simplest turbulent flows are nonhomogeneous in at least one direction. In fact, three-dimensional homogeneous turbulence is difficult to find except in the limited context of grid turbulence in a wind tunnel. Nonhomogeneity is the rule rather than the exception.

## THE ORTHOGONAL DECOMPOSITION — AN UNBIASED APPROACH

The orthogonal decomposition, or Karhunen-Loeve (K-L) expansion, is a technique for studying the spectral content of a nonhomogeneous direction or a nonstationary process. The objective is to decompose the original signal into its component eigenvalues and eigenfunctions. This is similar to Fourier analysis of a signal, but Fourier methods are restricted to stationary or homogeneous processes. Both methods seek an energy content (eigenvalue) and a characteristic form (eigenfunction). The difference is that in Fourier analysis the forms of the eigenfunction are known; they are the harmonic functions. It can be shown that the K-L expansion reduces to the harmonic decomposition if the independent variable is homogeneous.

Even though the K-L expansion is a generalization of Fourier methods, it is not widely used in turbulence analysis. The reason is partly that the technique was only recently introduced to the turbulence community [20] and partly because of the enormous amount of input data required. A nonhomogeneous variable requires an amount of input data equivalent to that of a homogeneous variable squared. If an adequate description of a homogeneous variable can be obtained from ten measurements, a similar description for a nonhomogeneous will require 100 measurements. The measurement that is typically necessary is the cross-spectral density between two measurement probes.

The technique centers around the eigenvalue problem

$$\begin{aligned} (1) \quad & R(x, x'; y, y'; \dots; t, t') \\ & V^{(n)}(x', y', \dots, t') dx', dy', \dots, dt' \\ & = |\lambda^2|^{(n)} V^{(n)}(x, y, \dots, t) \end{aligned}$$

This problem is a result of decomposing the original signal into its component eigenvalues and eigenfunctions. For instance, for a scalar random signal  $P$

(2)

$$P(x, y, \dots, t) = \sum_{n=1}^{\infty} \lambda^{(n)} \xi_n V^{(n)}(x, y, \dots, t)$$

The  $V^{(n)}$  form an orthonormal basis and the eigenvalues contain the amplitude information. This can be developed into equation (1) where  $R(x, x'; \dots)$  is the covariance of  $P$  [21]. Formally this covariance is the expected value of  $P$  over all lags,

(3)

$$R(x, x'; y, y'; \dots, t, t') \\ = E\{P(x, y, t), P(x', y', t')\}$$

Without too much difficulty, it can be extended to a vector field  $U_i$  instead of the scalar  $P$ . The covariance becomes a tensor valued function  $R_{ij}(x, \dots)$ . For the present, scalar functions only are used for simplicity.

Equation (1) can be interpreted independently for each independent variable. Because time is a stationary variable in most situations, it can be treated by a Fourier transform. The Fourier transform of equation (1) can be written as

(4)

$$S(x, x'; y, y'; \dots; \omega) V^{(n)}(x', y', \dots; \omega) \\ = |\lambda|^2 V^{(n)}(x, y, \dots; \omega)$$

$S$  is the cross-spectral density function between two measurement locations and can be determined by standard methods. The resulting eigenvalues and eigenvectors\* are interpreted for each frequency component. This process can be repeated for each homogeneous direction. The resulting matrix equation need only be solved for the nonhomogeneous directions.

The solution to equation (4) is easily obtained by the power method. The power method, which is discussed in most texts on numerical methods, is an iterative scheme in which eigenvalues and eigenvectors are produced in order of importance. After a solution is obtained, the eigenvalues and

eigenvectors are the complete spectral representation of the problem. They can be interpreted in much the same fashion as a spectral density.

An alternative to harmonic decomposition for stationary variables is the shot-noise decomposition. This technique is useful for obtaining information about time-dependent qualities of flow. It can be incorporated with the orthogonal decomposition into a valuable method that allows a quantitative measure of coherent structures in turbulent flows [20].

The shot-effect was developed for studying the statistics of vacuum tube noise when a pulse is emitted every time an electron reaches the anode [22]. It defines the statistical variation of a sequence of pulses with constant amplitude, a well-defined shape, and random arrival times at the anode. Regardless of how well the pulses are defined, the probability distribution of the signal will be normal because of the random arrival times. The randomness of arrival time implies that the individual pulses are independent of one another; the central limit theorem guarantees the normality of the distribution. The moments of the distribution associated with the pulse are indeterminate from standard statistical measurements. However, the measured spectrum is the Fourier transform of an individual pulse. The characteristic shape of the individual pulse can be reconstructed from the inverse Fourier transform of the measured spectrum. The full complex spectrum is necessary, however; the amplitude or power spectrum is not sufficient. The full complex spectrum is easily obtained from the results of the orthogonal decomposition. The individual pulse shape thus determined is called a characteristic event.

A brief development [20] is now considered for a scalar field  $P(x, t)$ ;  $x$  represents nonhomogeneous direction and  $t$  represents stationary time.

It is supposed that the signal can be decomposed as

(5)

$$P(x, t) = f(x, t) * g(x, t)$$

\*In theory, the covariance and the eigenfunctions are continuous functions; in practice, discrete probe locations must be used. The kernel in equations (1) and (4) thus becomes a matrix, the eigenfunctions become eigenvectors, and the integral becomes a summation.

The \* represents a convolution with respect to time,  $f$  is the characteristic event, and  $g$  is a random strength function similar to the random arrival time concept. This representation must be used instead of the original shot-noise because the function is continuous rather than a sequence of discrete functions.

It can be shown that

(6)

$$S(x, x'; \omega) = F\{f(x, t)\} F^*\{f(x', t)\}$$

$S(\omega)$  is the measured spectrum, and  $F$  stands for the Fourier transform of the quantity inside the brackets. For  $x = x'$  the deterministic function  $f$  is found from

$$(7) \quad F\{f\} = [S(\omega)]^{1/2} e^{i\beta}$$

$\beta$  is an arbitrary phase angle. Different choices for  $\beta$  will lead to different representations of the form given by equation (5). The representation sought is the one that is consistent with the results of the orthogonal decomposition. The quantity defined in equation (6) is equivalent to the kernel in equation (4) and hence can be expanded into the sum of its eigenfunctions. Only the dominant eigenfunction is sought; the remaining functions are neglected and are interpreted essentially as noise in a communication sense [20]. The complex spectrum, with the appropriate choice for  $\beta$ , is given by

$$(8) \quad S(\omega)^{1/2} e^{i\beta} = \lambda_1(\omega) \psi_1(\omega)$$

This choice for  $\beta$  is entirely arbitrary. There is no guarantee that it is correct, but it is believed to be a rational choice.

The spectrum  $S(\omega)$  could be called the characteristic spectrum because it determined directly the characteristic event  $f$ . Used in conjunction with one another, equations (7) and (8) produce the characteristic event in time,  $f(\tau)$ , at any particular location  $x$ . A more complete description of these developments, as well as its application to an experimental situation, is available [23].

The decomposition has been used previously to a very limited extent. Two Ph.D. theses

were conducted under the supervision of Professor J.L. Lumley at the time the technique was being developed. One was an attempt to elucidate the nature of a viscous sublayer [24]. Results showed qualitative agreement with the structure deduced from flow visualization. The other thesis was a study of the wake structure behind a circular cylinder [25]. Results from this experiment were somewhat surprising. The large eddy structure was found to be two counter-rotating vortex pairs whose axes are perpendicular to both the mean flow direction and the cylinder center line. Applications in which turbulence-induced noise is of concern include jet noise and boundary layer noise and vibration.

## JET NOISE

The most important practical problem in the area of turbulence-induced noise is jet noise. The problem can be attacked in a number of ways. In the original theoretical development [17] the nonhomogeneous wave equation

(9)

$$\frac{\partial^2 \rho}{\partial t^2} - \frac{1}{a_0^2} \frac{\partial^2 \rho}{\partial x_i^2} = \frac{\partial^2}{\partial x_i \partial x_j} T_{ij}$$

was derived.  $T_{ij}$  is the Lighthill stress tensor, which for practical purposes is given by the approximation

$$(10) \quad T_{ij} = \rho_0 U'_i U'_j$$

The quantity on the right side of equation (10) is considered the source term. The approximate solution is found as [17]

(11)

$$\rho = \rho_0 - \frac{1}{4\pi a_0^2} \frac{x_i x_j}{x^3} \int \frac{1}{a_0^2} \frac{\partial^2}{\partial t^2} [T_{ij}] dy$$

The brackets indicate that  $T_{ij}$  is evaluated at the retarded time,  $t = r/a_0$ .

One possible mode of attack would be to measure the appropriate turbulence quanti-

ties in order to specify  $T_{ij}$  accurately, insert the value into equation (11), and solve the equation numerically for the density perturbation. However, this monumental task cannot be carried out; in addition, the nature of the noise sources would not be elucidated. The problem with direct computations of this type is that the most important terms are not singled out.

A better procedure would be to insert certain candidate structures into  $T_{ij}$  to test their effectiveness as noise radiators. The candidate structures could be obtained from the results of the orthogonal decomposition. The simplest case would be a test of the hypothesis that the large structures radiate noise directly. The idea has been proposed before, but the candidate structure -- vortex pairing -- was merely suggested [126]; it was not found from an unbiased experiment. To date there is no experimental evidence that vortex pairing occurs in an experiment involving high Reynolds number and high Mach number.

A candidate for  $T_{ij}$  would be much more difficult to formulate if large-structure small-structure interaction is the dominant noise source. The large structure could result from the orthogonal decomposition, but incorporating the random small scales may be difficult. Interactions of this type have been studied theoretically, but both large scales and small scales were hypothesized [27]. If large scales resulting from the decomposition are used, various scenarios could be tested in an attempt to determine how the interaction takes place. This idea has been put forth previously [8].

An alternative to using the result of the decomposition as data for equation (11) would be to compare the result directly to an orthogonal decomposition of the noise field. This comparison shows the most promise for discovering the nature of the noise sources. It has been attempted in a cooperative effort involving the St. Anthony Falls Hydraulic Laboratory and two other institutions. Each institution was to carry out a difference phase of the experiment. Problems arose because three facilities and three different size nozzles (different Mach numbers but the same Reynolds number were used; a more complete description is available [28]. The conclusion reached is

that the experiment must be conducted in one facility at a constant Mach number. Turbulence studies conducted at low Mach number -- where hot wires are easy to use -- cannot be used to infer the nature of noise sources at higher Mach number.

## BOUNDARY LAYER NOISE AND VIBRATION

The physics of boundary layer noise are sufficiently different from jet noise that the preceding ideas are not directly applicable. It is believed that the coherent structure plays a dominant role in jet noise. They play a more passive role in boundary layers. Noise and vibration resulting from a boundary layer occur at low wave numbers. (Low wave numbers are defined as those with wavelengths much longer than the boundary layer thickness.) Turbulence induces low wave number pressure fluctuations along the boundary that are efficient in radiating noise. Such pressure fluctuations are of prime interest in underwater sound and structural vibration. The problem is that the amplitude is so low that measurements accurate enough to be compared with various theories have yet to be conducted. All efforts have thus far failed. An orthogonal decomposition using some new techniques in spectral estimation designed specifically for this situation is outlined below.

The pressure fluctuations at any point along the boundary are considered stationary and homogeneous. Strictly speaking the boundary layer grows in the downstream direction, but growth is slow enough to be approximately homogeneous. The cross stream direction is strictly homogeneous, but at present this direction is neglected. Only streamwise fluctuations are of concern. The pressure signal is written as

$$(12) \quad P = P(x, t)$$

where  $x$  is the streamwise coordinate and  $t$  is time.

The appropriate decomposition for each variable is the harmonic decomposition by Fourier transform methods. This is easily carried out on a digital computer by a fast Fourier transform (FFT) algorithm. It is



accurate only if sufficient data are available. In the time domain sufficient data are easily obtained by choosing an appropriate sampling rate and sampling period. Generally 256 points or 1024 points are used.

A practical limitation on the number of transducer locations in the spatial domain arises for two reasons: only a finite number of transducers can be fitted into the measurement area, and considerable effort is required to obtain 256 separate correlation measurements. Thus, even though Fourier analysis is correct, the FFT algorithm cannot be used to decompose the spatial structure because of finite data length. Alternative spectral estimators geared to the limited number of transducers must be sought.

The most common spectral estimator for this application is called beamforming [29]. A finite transducer array is used to define the beam power for frequency  $\omega$

(13)

$$b_n(\omega) = \frac{V_n^H S(\omega) V_n}{K^2} \quad n = 1, N$$

$S(\omega)$  is the cross-spectral density matrix,  $V_n$  is the steering vector, and  $N$  is the number of transducers. The steering vector takes the form

$$(14) \quad V_n^i = \exp\{j(kd_i - \phi)\}$$

where  $d_i$  is the distance between the transducers and  $\phi$  is an arbitrary phase. The most common form used in boundary layer pressure measurements is an alternating phase array [30]. Different transducer separations are used to steer the array to different wave numbers; the full wave number spectrum cannot be found from a single array.

An alternative to beamforming now being developed belongs to a class of spectral estimators known as the maximum likelihood method (MLM) [31]. The technique was originally developed for geophysical problems but has been used for estimating

source bearing in radar and sonar applications. It appears to produce better agreement with model spectra [32] than beamforming but has not yet been applied to actual data.\*\*

The wall pressure signal is written as in equation (12); the desired output is harmonic decomposition of each of the independent variables  $x$  and  $t$ . Thus, the desired output is in the form of a frequency wave number spectrum  $\phi(\omega, k)$  in which the amplitude or energy content is given as a function of frequency  $\omega$  and wave number  $k$ .

The general procedure is to perform a frequency decomposition for every possible pair of transducers. A cross-spectral density matrix of the form

$$S(x, x'; \omega) = \begin{bmatrix} \square & \square & \square & \cdots \\ \square & \square & \square & \\ \square & & & \\ \vdots & & & \\ \vdots & & & \end{bmatrix}$$

can be written for each frequency component  $\omega$ . This matrix is the same as that given in equation (4). The variables  $x$  and  $x'$  denote measurement locations. The elements on the main diagonal of this matrix correspond to power spectra; the off-diagonal elements correspond to cross power spectra for various transducer separations. This set of matrices, one for each frequency component, is operated on by the MLM to estimate the wave number frequency spectrum.

The output of the application of the MLM to each matrix is in the form of a wave number spectrum for each frequency. The method applied to Chase's [32] model spectrum is shown in Figure 2. The MLM spectrum reproduces the Chase model much better than the direct Fourier transform estimate (beamforming) over the entire wave number spectrum. In the future the method will be fine tuned to focus on the low wave number region.

\*\*A more complete technical manual on the MLM is being developed by the authors of reference 31.

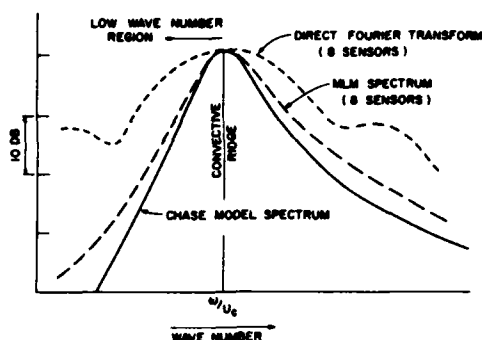


Figure 2. Comparison of the Direct Fourier Transform Spectral Estimation (Beam-forming) and the MLM Spectral Estimate Using Chase's Model as the Input

### SUMMARY

The techniques described in this paper are aimed at identifying patterns in the turbulence responsible for noise and vibration. Previous efforts in this direction suffered from some bias associated with the procedure. The intent has been to eliminate this bias as much as possible and to let a rigorous analytical black box reduce the large structure from the random field. The resulting quantitative measure can be compared to other programs using the same analytical black box to study turbulence changes in response to different parameters.

With the advent of high-speed digital data acquisition and computing circuitry, the problem of implementing the black box has been eliminated. It is hoped that these techniques will be used more often in the future to establish a larger data base from which useful comparisons can be made.

### ACKNOWLEDGEMENTS

Thanks are due to M. Kaveh and G. Wakefield of the Electrical Engineering Department at the University of Minnesota for supplying information on the maximum likelihood method. This work was sponsored by the Office of Naval Research.

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# BOOK REVIEWS

## **TWO PHASE FLOW AND WATERHAMMER LOADS IN VESSELS, PIPING AND STRUCTURAL SYSTEMS**

F.J. Moody, Ed.  
ASME, PVP-Vol. 91, New York, NY  
1984, 102 pages, H00305

This book is a collection of nine papers that were presented at the 1984 Pressure Vessels and Piping Conference and Exhibition, June 17-24, 1984, at San Antonio, Texas.

The papers are a cohesive presentation of the latest development in the analytical treatment of shock flow, waterhammer, and jet flow. The papers address the treatment of shock and waterhammer problems arising in the design of nuclear or conventional power plant piping systems. The majority of papers were written by individuals directly connected to power company engineering staffs.

The nine papers are:

"A Method for Waterhammer Analysis of Control Rod Drive Piping," G.C. Mok

"The Effect of Compressible Pipe Lining on Waterhammer Wave Velocity," R.A. Uffer

"The Effect of Encroachments on Structure Impact Loads during a Pool Swell Transient," E.J. McNamara

"A Methodology for Calculating a Check Valve Closure Following a Postulated Line Break," J.C. Rommel, S.A. Traiforos, and J.H. Bell

"A Procedure for Predicting Temperature Loadings for Thermal Stress Calculations in Thick-Walled Pipes," B.T. Amos and F.J. Moody

"Calculation of Waterhammer Load Resulting from Rapid Steam Bubble Condensation," A. Attia and S. Ruhl

"Modeling Two-Phase Jet Flow," E. Elias, J.M. Healzer, A. Singh, and F.J. Moody

"The Prediction of the Strength of Weak to Moderately Strong Shock Waves in Two-Phase Fluids," A.H. Wiedermann

"An Approximate Solution of Steamhammer Using Real Gas Properties," D. Katze and G. Ernest

The book is well edited and has only a few obvious typographical errors. The editor is to be commended for a brief introduction at the beginning of the book; it includes a preparatory recommended reading list for "entry level or established workers" in the field. This is a helpful approach to the reader. The book is recommended for anyone concerned with shock and waterhammer piping problems.

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## **PIPING ENGINEERING TODAY: INNOVATIVE SOLUTIONS THROUGH ANALYSIS, TESTING, AND EXPERIENCE**

E.V. Stijgeren, Ed.  
ASME, PVP-Vol. 90, New York, NY  
1984, 162 pages, H00304

This book is a collection of 16 papers that were presented at the 1984 Pressure Vessels and Piping Conference and Exhibitions on June 17-21, 1984, at San Antonio, Texas. It was sponsored by the pressure vessels and piping division of ASME.

Three of the papers deal with seismic analysis. The paper by Zalak et al has absolutely nothing to do with piping; rather, it treats missile isolation during seismic ground motion. About half the papers present innovative piping components; the other half present computer analytical processes for various piping problems. Three papers treat snubber concepts and analyses. Five papers deal with analysis and testing of piping supports, trays, or hangers. The 16 papers are:

"Generic Design and Qualification of Non-Seismic Category B31.1 Tubing," T.M. Adams and D. Merkovsky

"Generic Design and Qualification of Seismic Category Tube Tray Structures for the Support of B31.1 Instrumentation Tubing," D. Merkovsky and T.M. Adams

"Design Considerations for Supporting Uninsulated Cryogenic Piping," J.J. Pothanikat and A.O. Medellin

"Sodium-Water Reaction Piping Structural Analysis Validation Using Test Results," M.R. Schrag

"Development and Plant Specific Applications of Pressurizer Safety Valve Discharge Loadings," L.C. Smith and K.C. Chang

"Instability Analysis of Piping System," M.Z. Lee and T.S. Jan

"Piping Analysis Computer Program Evaluation," M.Z. Lee

"Design Problems in Modular Construction," S.C. Lou

"Fatigue Failure of Piping Equipment Caused by Flow-Induced Vibrations," A. Shulemovich

"APAD: Preprocessing Program for Pipe Anchor Reinforcement Pad Analysis," T.F. Trimble and T.J. Kim

"Seismic Interference Criteria for Power, Petrochemical and Process Plants," V.M. Zalak and R. Sankar

"Constant Supports -- How Constant?" E.C. Goodling and R.A. DeLoskey

"Snubber Lockup Velocity by Extension of the Response Spectra Method," R.J. Gurdal, W.D. Mazham, and M.K. Punatar

"Response Sensitivity of Piping Systems to Large Lock Up Velocities in Hydraulic Snubbers," M.A. Pickett and S.K. Sinha

"Testing of Welded, Two-Directional Pipe Straps," C.N. Rentschler

"Parametric Studies on the Load-Deflection Characteristics of Hydraulic Snubbers," M. Subudhi, J. Curreri, P. Bezler, and M. Hartzman

Most of the papers are readable. A variety of writing styles and skills are illustrated. The audience addressed by the papers does not appear to have cohesive interests because testing, analysis, mathematics, and design are addressed. The book will be of major interest to piping designers and engineering firm libraries.

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#### THE DYNAMICS OF PRECISE TAPE DRIVES

K. Ragulskis, P. Varanaukas, V. Lelinas,  
R. Bentkus, and A. Andriuskevicius  
Leidykla Mokslas, Vilnius, USSR  
1984 (In Russian)

The material in this book is based on work conducted by the authors in the time period between 1970 and 1980 at the scientific research division -- Vibrotechnica -- of Kaunas Polytechnic Institute. Dynamic analysis models of tape drives, effective methods for the determination of natural frequencies, and primary forms of vibration are described. Questions on the dynamics of basic nodes are examined. The dynamic precision of tape drives when subjected to accidental disturbances is estimated. Methods and synthesis algorithms on frequency spectra are presented, as are methods on dynamic diagnosis.



The first chapter is introductory and includes basic concepts and characteristics of tape drives. Subtopics are: rheological model of a tape drive, dynamic model of tape drives, linearized dynamic model of tape drives, free vibrations of conservative systems, normal coordinates, and free vibrations with damping.

The second chapter presents theory and new mechanisms, the separate links of which, while performing their primary work functions, also have the function of vibroprotection for other links and parts of the system. Sources of disturbance for mechanical vibrations of a working flexible link include various moving masses of the system (pass-by, inertial, and guide rollers), as well as external sources of disturbance. The last factor is especially manifest in on-board mechanical systems of ships. The influence of such disturbances can be avoided by adapting flexible loop-like links. Loops formed by a moving tape damp its mechanical vibrations, which are then not transferred to the working parts. This chapter examines practical working models and presents an algorithm for the optimization of mechanisms with free loops. A dynamic model is formulated that considers nodes of rotation created by the moving tape and the damping of angular oscillations.

The third chapter contains an analysis of engineering methods on the synthesis of tape drives based on frequency spectra. The authors use matrix algebra to develop criteria and algorithms for the synthesis of various tape drives: chainlike, branched, bandlike, having group symmetry or quasi-symmetry, and also varying in time parameters. Methods and synthesis algorithms presented can be used for the construction of tape drives taking into account any prohibited zone of frequency interval.

The fourth chapter is devoted to synthesis methods on frequency spectra of tape drives for both conservative and dissipative systems. The fifth chapter contains fairly detailed methods for the dynamic diagnosis of tape drives. Signals containing diagnostic information are examined. Some diagnostic parameters are selected; the precision of their determination is estimated. Atten-

tion is focused on the subject of selecting diagnostic information.

The sixth chapter deals with the dynamic precision of recorders. Together with useful signals this precision registers additional random noise that represents the sum of the nonrandom function and stationary random process. Included are formulas for different probabilistic characteristics of recording loss, sound reproduction, and recording of sound reproduction. A method is developed for the separation of concealed periodics and statistical analysis of random noise.

The book offers a sound introduction to the dynamics of tape drives. Each of the subject areas considered by the authors is presented in a clear and concise manner. The book raises important questions, defines its own assumptions and attempts to offer solutions. Readers who are interested in tape drive dynamics and who read Russian will find this volume a welcome addition to their library.

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## **MECHANICS AND DESIGN OF CAM MECHANISMS**

F.Y. Chen  
Pergamon Press, Inc., Elmsford, NY  
1982, 523 pages

The value of a reference book is often difficult to assess from a cursory reading or a brief period of intensive study. Its true value is probably best measured by the position it maintains on the engineer's bookshelf and by how often it is used in day-to-day work. In this respect, Professor Chen's book is a success. To those engineers interested in cam design, this book will be a welcome compilation of material previously unavailable in a single source.

Chapter 1 is an introduction to cam mechanisms. It includes a comparison with linkages, as well as cam classification,

nomenclature, and design considerations. According to the author, the remaining 16 chapters are divided into the following four subject areas:

I. Kinematics. Chapters 2 through 8 cover basic cam motion curves, polynomial curves, combined motion curves, and numerical techniques for creating and modifying cam motion curves. Also under this heading is Chapter 9, which covers graphical and analytical methods for determining cam profile coordinates and cutter coordinates.

II. Static Force Analysis. Under this heading are Chapter 10 on force transmission and Chapter 13 on static force and torque calculations.

III. Dynamics. This heading includes Chapter 14 on modeling, Chapter 15 on formulation and solution of the differential equations of motion, and Chapter 16 on dynamic response of typical cam and follower systems.

IV. Design. This is somewhat of a catch-all heading. It includes Chapter 11, cam radius of curvature; Chapter 12, contact stress and wear; and Chapter 17, computer-aided design and optimization of cam mechanisms.

In addition, there are two appendices. The first is a tabulation of factors that simplify the calculation of displacement, velocity, and acceleration for several common cam curves. The second appendix provides a listing of 11 FORTRAN computer programs developed from material in the text.

Generally, the book is easy to read, the figures are clear, and the methods presented are well-illustrated by way of example problems. Unfortunately, however, there are no end-of-the-chapter homework problems for students. Portions of the text are suitable for a graduate-level course in cam design, but the teacher of such a course should select the material carefully and be prepared to supply his own homework problems.

This review would be incomplete without relating the sad and difficult circumstances under which the book was published. Professor Fan Y. Chen died in December, 1981, after a very brief illness. He was, at that time, in the midst of a final proofreading of the text. His wife, Chi-fang, and their two daughters completed the proofreading and saw the book through to publication. As a result, errors remain in the final printing that perhaps would have been corrected had Professor Chen lived. It is to the credit of the publishers that, when these errors came to their attention after the final printing, they sought the aid of technical advisors in completing an errata that has been printed and bound with the book.

This book is a complete, up-to-date reference that should be valuable to both practicing design engineers and to teachers of kinematics and mechanical design.

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# SHORT COURSES

## JANUARY

### SHAFT CRACK DETECTION

Dates: January 14-16, 1986  
Place: Atlanta, Georgia  
Dates: January 28-30, 1986  
Place: Chicago, Illinois  
Dates: February 18-20, 1986  
Place: Anaheim, California

Objective: The seminar will cover a number of subjects, including vibration measurement transducer applications, filters for shaft crack detection, data presentation formats, rotor mode shape identification, shaft crack documentation, on-line crack detection method, and transient crack detection method. Case histories will be presented on shaft crack detection on a vertical pump, radial cracking on a turbine generator shaft, spiral cracking on a turbine generator shaft, detection of a shaft crack on a boiler feed pump, and laboratory testing results on shaft crack detection. Workshops on mode shape identification, shaft crack detection, and effects of shaft cracks on balancing will also be featured.

Contact: Bently Rotor Dynamics Research Corp., P.O. Box 157, Minden, NV 89423 -800-227-5514, Ext. 9682.

## FEBRUARY

### VIBRATION AND SHOCK SURVIVABILITY, TESTING, MEASUREMENT, ANALYSIS, AND CALIBRATION

Dates: February 3-7, 1986  
Place: Santa Barbara, California  
Dates: March 10-14, 1986  
Place: Washington, DC  
Dates: May 12-16, 1986  
Place: Detroit, Michigan  
Dates: June 2-6, 1986  
Place: Santa Barbara, California

Dates: August 18-22, 1986  
Place: Santa Barbara, California  
Objective: Topics to be covered are resonance and fragility phenomena, and environmental vibration and shock measurement and analysis; also vibration and shock environmental testing to prove survivability. This course will concentrate upon equipments and techniques, rather than upon mathematics and theory.

Contact: Wayne Tustin, 22 East Los Olivos Street, Santa Barbara, CA 93105 -(805) 682-7171.

### MACHINERY MONITORING

Dates: February 11-13, 1986  
Place: Houston, Texas  
Dates: February 25-27, 1986  
Place: Tampa, Florida  
Dates: April 22-24, 1986  
Place: Philadelphia, Pennsylvania  
Dates: May 20-22, 1986  
Place: Chicago, Illinois  
Dates: June 10-12, 1986  
Place: Anaheim, California

Objective: The seminar focuses on the principles of vibration measurement for rotating machinery monitoring. Subjects covered in the seminar include troubleshooting, calibration and maintenance of monitoring systems, and the applications and installation of displacement, velocity, and acceleration transducers.

Contact: Bently Nevada's Customer Information Center, P.O. Box 157, Minden, NV 89437 - 800-227-5514, Ext. 9682.

### MACHINERY VIBRATION ANALYSIS I

Dates: February 11-14, 1986  
Place: Orlando, Florida  
Dates: August 19-22, 1986  
Place: New Orleans, Louisiana  
Dates: November 11-14, 1986  
Place: Chicago, Illinois

**Objective:** This course emphasizes the role of vibrations in mechanical equipment instrumentation for vibration measurement, techniques for vibration analysis and control, and vibration correction and criteria. Examples and case histories from actual vibration problems in the petroleum, process, chemical, power, paper, and pharmaceutical industries are used to illustrate techniques. Participants have the opportunity to become familiar with these techniques during the workshops. Lecture topics include: spectrum, time domain, modal, and orbital analysis; determination of natural frequency, resonance, and critical speed; vibration analysis of specific mechanical components, equipment, and equipment trains; identification of machine forces and frequencies; basic rotor dynamics including fluid-film bearing characteristics, instabilities, and response to mass unbalance; vibration correction including balancing; vibration control including isolation and damping of installed equipment; selection and use of instrumentation; equipment evaluation techniques; shop testing; and plant predictive and preventive maintenance. This course will be of interest to plant engineers and technicians who must identify and correct faults in machinery.

**Contact:** Dr. Ronald L. Eshleman, Director, The Vibration Institute, 101 West 55th Street, Suite 206, Clarendon Hills, IL 60514 - (312) 654-2254.

#### **DYNAMIC BALANCING**

**Dates:** February 19-20, 1986  
April 23-24, 1986  
June 18-19, 1986

**Place:** Columbus, Ohio

**Objective:** Balancing experts will contribute a series of lectures on field balancing and balancing machines. Subjects include: field balancing methods; single, two and multi-plane balancing techniques; balancing tolerances and correction methods. The latest in-place balancing techniques will be demonstrated and used in the workshops. Balancing machines equipped with microprocessor instrumentation will also be demonstrated in the workshop sessions, where each student will be involved in hands-on problem-solving using actual armatures, pump impellers, turbine wheels,

etc., with emphasis on reducing costs and improving quality in balancing operations.

**Contact:** R.E. Ellis, IRD Mechanical Systems Inc., 6150 Huntley Road, Columbus, OH 43229 - (614) 885-5376.

### **MARCH**

#### **MEASUREMENT SYSTEMS ENGINEERING**

**Dates:** March 10-14, 1986

**Place:** Phoenix, Arizona

#### **MEASUREMENT SYSTEMS DYNAMICS**

**Dates:** March 17-21, 1986

**Place:** Phoenix, Arizona

**Objective:** Electrical measurements of mechanical and thermal quantities are presented through the new and unique "Unified Approach to the Engineering of Measurement Systems." Test requestors, designers, theoretical analysts, managers and experimental groups are the audience for which these programs have been designed. Cost-effective, valid data in the field and in the laboratory, are emphasized. Not only how to do that job, but how to tell when it's been done right.

**Contact:** Peter K. Stein, Director, 5602 East Monte Rosa, Phoenix, AZ 85018 - (602) 945-4603; (602) 947-6333.

#### **MACHINERY DIAGNOSTICS**

**Dates:** March 11-14, 1986

**Place:** San Francisco, California

**Dates:** March 17-21, 1986

**Place:** Carson City, Nevada

**Dates:** April 8-11, 1986

**Place:** Atlanta, Georgia

**Dates:** May 5-9, 1986

**Place:** Carson City, Nevada

**Dates:** June 16-20, 1986

**Place:** Carson City, Nevada

**Dates:** June 24-27, 1986

**Place:** Denver, Colorado

**Objective:** This seminar instructs rotating machinery users on transducer fundamentals, the use of basic diagnostic techniques, and interpreting industry-accepted vibration data formats to diagnose common rotating machinery malfunctions.

The seminar includes class demonstrations, case histories, and a hands-on workshop that allows participants to diagnose malfunctions on demonstrator rotor systems.

Contact: Bently Nevada's Customer Information Center, P.O. Box 157, Minden, NV 89437 - 800-227-5514, Ext. 9682.

## APRIL

### ROTATING MACHINERY VIBRATIONS

Dates: April 14-16, 1986

Place: Orlando, Florida

Objective: This course provides participants with an understanding of the principles and practices of rotating machinery vibrations and the application of these principles to practical problems. Some of the topics to be discussed are: theory of applied vibration engineering applied to rotating machinery; vibrational stresses and component fatigue; engineering instrumentation measurements; test data acquisition and diagnosis; fundamentals of rotor dynamics theory; bearing static and dynamic properties; system analysis; blading analysis; life estimation; practical rotor blading-bearing dynamics examples and case histories; rotor balancing theory; balancing of rotors in bearings; rotor signature analysis and diagnosis; and rotor-bearing failure prevention.

Contact: Dr. Ronald L. Eshleman, Director, The Vibration Institute, 101 West 55th Street, Suite 206, Clarendon Hills, IL 60514 - (312) 654-2254.

### APPLIED VIBRATION ENGINEERING

Dates: April 14-16, 1986

Place: Orlando, Florida

Objective: This intensive course is designed for specialists, engineers and scientists involved with design against vibration or solving of existing vibration problems. This course provides participants with an understanding of the principles of vibration and the application of these principles to practical problems of vibration reduction or isolation. Some of the topics to be discussed are: fundamentals of

vibration engineering; component vibration stresses and fatigue; instrumentation and measurement engineering; test data acquisition and diagnosis; applied spectrum analysis techniques; spectral analysis techniques for preventive maintenance; signal analysis for machinery diagnostics; random vibrations and processes; spectral density functions; modal analysis using graphic CRT display; damping and stiffness techniques for vibration control; sensor techniques for machinery diagnostics; transient response concepts and test procedures; field application of modal analysis for large systems; several sessions on case histories in vibration engineering; applied vibration engineering state-of-the-art.

Contact: Dr. Ronald L. Eshleman, Director, The Vibration Institute, 101 West 55th Street, Suite 206, Clarendon Hills, IL 60514 - (312) 654-2254.

### MACHINERY VIBRATION ANALYSIS II

Dates: April 28 - May 2, 1986

Place: Syria, Virginia

Objective: The objective of this course is to expose participants to advanced techniques of vibration analysis using single- and dual-channel FFT analyzers. These techniques include analysis of spectrum, time, frequency, and orbital domain; modal analysis; coherence, frequency response functions, and synchronous time averaging; and amplitude, phase, and frequency modulation. Data processing procedures are reviewed. All techniques are illustrated with examples and case histories of industrial machinery. Instrumentation necessary to implement the techniques is available for use by participants during informal workshops; taped data from actual industrial machinery are used during these workshops.

Contact: Dr. Ronald L. Eshleman, Director, The Vibration Institute, 101 West 55th Street, Suite 206, Clarendon Hills, IL 60514 - (312) 654-2254.

## JULY

### ROTOR DYNAMICS

Dates: July 14-18, 1986

Place: Rindge, New Hampshire



**Objective:** The role of rotor/bearing technology in the design, development and diagnostics of industrial machinery will be elaborated. The fundamentals of rotor dynamics; fluid-film bearings; and measurement, analytical, and computational techniques will be presented. The computation and measurement of critical speeds vibration response, and stability of rotor/bearing systems will be discussed in detail. Finite elements and transfer matrix modeling will be related to computation on mainframe computers, minicomputers, and microprocessors. Modeling and computation of transient rotor behavior and nonlinear fluid-film bearing behavior will be described. Sessions will be devoted to flexible rotor balancing including turbogenerator rotors, bow behavior, squeeze-film dampers for turbomachinery, advanced concepts in troubleshooting and instrumentation, and case histories involving the power and petrochemical industries.

**Contact:** Dr. Ronald L. Eshleman,  
Director, The Vibration Institute, 101 West  
55th Street, Suite 206, Clarendon Hills, IL  
60514 - (312) 654-2254.

## AUGUST

### VIBRATIONS OF RECIPROCATING MACHINERY

**Dates:** August 19-22, 1986  
**Place:** New Orleans, Louisiana  
**Objective:** This course on vibrations of reciprocating machinery includes piping and foundations. Equipment that will be addressed includes reciprocating compressors and pumps as well as engines of all types. Engineering problems will be discussed from the point of view of computation and measurement. Basic pulsation theory --including pulsations in reciprocating compressors and

piping systems -- will be described. Acoustic resonance phenomena and digital acoustic simulation in piping will be reviewed. Calculations of piping vibration and stress will be illustrated with examples and case histories. Torsional vibrations of systems containing engines and pumps, compressors, and generators, including gearboxes and fluid drives, will be covered. Factors that should be considered during the design and analysis of foundations for engines and compressors will be discussed. Practical aspects of the vibrations of reciprocating machinery will be emphasized. Case histories and examples will be presented to illustrate techniques.

**Contact:** Dr. Ronald L. Eshleman,  
Director, The Vibration Institute, 101 West  
55th Street, Suite 206, Clarendon Hills, IL  
60514 - (312) 654-2254.

## SEPTEMBER

### MODAL TESTING OF MACHINES AND STRUCTURES

**Dates:** September 8-11, 1986  
**Place:** Chicago, Illinois  
**Objective:** Vibration testing and analysis associated with machines and structures will be discussed in detail. Practical examples will be given to illustrate important concepts. Theory and test philosophy of modal techniques, methods for mobility measurements, methods for analyzing mobility data, mathematical modeling from mobility data, and applications of modal test results will be presented.

**Contact:** Dr. Ronald L. Eshleman,  
Director, The Vibration Institute, 101 West  
55th Street, Suite 206, Clarendon Hills, IL  
60514 - (312) 654-2254.

# ABSTRACTS FROM THE CURRENT LITERATURE

## ABSTRACT CONTENTS

<b>MECHANICAL SYSTEMS</b> .....	26	Membranes, Films, and Webs..	59
Rotating Machines.....	26	Panels.....	60
Reciprocating Machines.....	28	Plates.....	60
Power Transmission Systems..	29	Shells.....	64
Metal Working and Forming...	29	Pipes and Tubes.....	65
Materials Handling			
Equipment.....	30	<b>DYNAMIC ENVIRONMENT</b> .....	66
<b>STRUCTURAL SYSTEMS</b> .....	30	Acoustic Excitation.....	66
Bridges.....	30	Shock Excitation.....	67
Construction Equipment.....	30	Vibration Excitation.....	68
Off-shore Structures.....	31	<b>MECHANICAL PROPERTIES</b> .....	69
<b>VEHICLE SYSTEMS</b> .....	31	Damping.....	69
Ground Vehicles.....	31	Fatigue.....	71
Aircraft.....	39	<b>EXPERIMENTATION</b> .....	72
Missiles and Spacecraft.....	43	Measurement and Analysis....	72
<b>BIOLOGICAL SYSTEMS</b> .....	50	Dynamic Tests.....	74
Human.....	50	Diagnostics.....	75
<b>MECHANICAL COMPONENTS</b> .....	51	Monitoring.....	75
Absorbers and Isolators.....	51	<b>ANALYSIS AND DESIGN</b> .....	76
Tires and Wheels.....	53	Analytical Methods.....	76
Blades.....	53	Modeling Techniques.....	78
Bearings.....	55	Parameter Identification....	78
Belts.....	55	Design Techniques.....	78
Fasteners.....	56	Computer Programs.....	79
Linkages.....	57	<b>GENERAL TOPICS</b> .....	79
Valves.....	57	Conference Proceedings.....	79
<b>STRUCTURAL COMPONENTS</b> .....	57	Criteria, Standards, and	
Cables.....	57	Specifications.....	79
Beams.....	58	Useful Applications.....	80

## AVAILABILITY OF PUBLICATIONS ABSTRACTED

None of the publications are available at SVIC or at the Vibration Institute, except those generated by either organization.

**Periodical articles, society papers, and papers presented at conferences** may be obtained at the Engineering Societies Library, 345 East 47th Street, New York, NY 10017; or Library of Congress, Washington, D.C., when not available in local or company libraries.

**Government reports** may be purchased from National Technical Information Service, Springfield, VA 22161. They are identified at the end of bibliographic citation by an NTIS order number with prefixes such as AD, N, NTIS, PB, DE, NUREG, DOE, and ERATL.

**Ph.D. dissertations** are identified by a DA order number and are available from University Microfilms International, Dissertation Copies, P.O. Box 1764, Ann Arbor, MI 48108.

**U.S. patents and patent applications** may be ordered by patent or patent application number from Commissioner of Patents, Washington, D.C. 20231.

**Chinese publications**, identified by a CSTA order number, are available in Chinese or English translation from International Information Service, Ltd., P.O. Box 24683, ABD Post Office, Hong Kong.

**Institution of Mechanical Engineers publications** are available in U.S.: SAE Customer Service, Dept. 676, 400 Commonwealth Drive, Warrendale, PA 15096, by quoting the SAE-MEP number.

When ordering, the pertinent order number should always be included, not the DIGEST abstract number.

A List of Periodicals Scanned is published in issues, 1, 6, and 12.

# MECHANICAL SYSTEMS

## ROTATING MACHINES

85-2407

**Vibration of a Motor on Viscoelastic Foundation Due to Whirling of the Shaft with Consideration of Electromagnetic Forces**

K. Nagaya, S. Ikeda  
Gunma Univ., Kiryu, Gunma 376, Japan  
J. Vib., Acoust., Stress Rel. Des., Trans. ASME, 107 (3), pp 310-318 (July 1985, 12 figs, 5 refs

**KEY WORDS:** Shafts, Viscoelastic foundations, Whirling, Electromagnetic excitation

This paper discusses bending vibration characteristics of a rotating shaft of a motor with consideration of the electromagnetic sucking force which acts on a rotor caused by the narrow electromagnetic field between a stator and the rotor. The dynamic response of the motor under the action of the whirling load of the shaft has been analyzed systematically by considering both the translational and rotary motions of the motor. In the analysis the transfer matrix method is used to obtain the response of the shaft. Numerical calculations have been carried out for the natural frequencies, the response of the motor shaft, and the response and the transmissibility of the motor.

85-2408

**On the Free and Forced Torsional Vibration of Multi-Disk Shaft Systems**

L.A. Bergman, J.W. Nicholson  
University of Illinois, Urbana-Champaign, IL  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, FL, spons. AIAA/ASME/-ASCE/AHS, Part 2, pp 515-521, 3 figs, 2 tables, 11 refs

**KEY WORDS:** Shafts, Torsional vibration, Damped structures

A method to analyze the free and forced torsional vibration of viscously damped circular cylindrical shafting carrying a multiplicity of viscously damped linear oscillators and/or rigidly attached disks. The resulting solution is exact when the system is proportionally damped, and approximate otherwise due to truncation.

85-2409

**The Effect of Aerodynamic and Structural Detuning on Turbomachine Supersonic Unstalled Torsional Flutter**

D. Hoyniak, S. Fleeter  
NASA Lewis Res. Ctr., Cleveland, OH  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, FL, spons. AIAA/ASME/-ASCE/AHS, Part 2, pp 500-514, 20 figs, 1 table, 11 refs

**KEY WORDS:** Rotors, Flutter, Torsional vibration, Fluid-induced excitation, Turbomachinery

A mathematical model is developed to predict the unstalled torsion flutter of an aerodynamically and structurally detuned rotor operating in a supersonic inlet flow field with a subsonic leading edge locus. Stet detuning is considered. The aerodynamic detuning is accomplished by alternating the circumferential spacing of adjacent rotor blades. To demonstrate the effects of aerodynamic and structural detuning on supersonic unstalled torsional flutter, a twelve bladed rotor based on Verdon's Cascade B flow geometry is considered.

85-2410

**Instability of Rotors Mounted in Fluid Film Bearings with a Negative Cross-Coupled Stiffness Coefficient**

J.S. Rao  
Indian Inst. of Technology, New Delhi-110016, India  
Mech. Mach. Theory, 20 (3), pp 181-187 (1985), 5 figs, 2 tables, 14 refs

**KEY WORDS:** Rotors, Fluid-film bearings, Stiffness coefficients, Unbalanced mass response

This paper is concerned with the instability of a rotor mounted in fluid film bearings that can occur when one of the cross-coupled stiffness coefficients of the bearing is negative. It has been shown that this instability occurs in a narrow zone of speed at 2 Xrev frequency. In practice, this can be an important consideration for rotors with asymmetry such as generator rotors.

**85-2411**

**Measurements of Wake-Generated Unsteadiness in the Rotor Passages of Axial Flow Turbines**

H.P. Hodson

Cambridge Univ., Cambridge, UK

J. Engrg. Gas Turbines Power, Trans. ASME, 107 (2), pp 467-476 (Apr 1985), 17 figs, 3 tables, 26 refs

**KEY WORDS:** Rotors, Stalling, Rotor-stator interaction, Fluid-induced excitation

This paper describes an investigation into the free-stream unsteadiness which is found in the rotor passages of axial flow turbines and which is caused by the interaction of the stator wakes with the rotor blades. The major part of this investigation was conducted at the midspan of the rotor of a large-scale, single-stage air turbine.

**85-2412**

**A Theoretical Model for Rotating Stall in the Vaneless Diffuser of a Centrifugal Compressor**

P. Frigne, R. Van den Braembussche

CERAC, CH-1024, Ecublens, Switzerland

J. Engrg. Gas Turbines Power, Trans. ASME, 107 (2), pp 507-513 (Apr 1985), 10 figs, 20 refs

**KEY WORDS:** Centrifugal compressors, Stalling

A theoretical model for rotating stall in the vaneless diffuser of a centrifugal compressor is presented. It consists of a time-evolutionary calculation of the strong interaction between the inviscid flow core and the unsteady boundary layers along the walls.

It is shown that, depending on the diffuser geometry and the diffuser inlet flow angle, a transient perturbation of the outlet static pressure will generate a rotating flow pattern.

**85-2413**

**Rotating Stall Induced in Vaneless Diffusers of Very Low Specific Speed Centrifugal Blowers**

Y. Kinoshita, Y. Senoo

Kyushu Univ., Fukuoka 816, Japan

J. Engrg. Gas Turbines Power, Trans. ASME, 107 (2), pp 514-521 (Apr 1985), 10 figs, 13 refs

**KEY WORDS:** Blowers, Stalling

The limit of rotating stall was experimentally determined for three very small specific centrifugal blowers. The impellers were specially designed for stall-free at very small flow rates, so that the cause of rotating stall could be attributed to the vaneless diffusers. Experimental results demonstrated that the blowers did not stall until the flow coefficient was reduced to very small values, which had never been reported in the literature.

**85-2414**

**Radial and Tangential Flow Fans -- An Alternative to Axial Flow Fans For Low Noise Automotive Cooling Systems**

R.V. Hofe, G.E. Thien

AVL List Ges.m.b.H., Graz, Austria

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engrs., Warrendale, PA, pp 221-230, 11 figs, 14 refs

**KEY WORDS:** Fans, Cooling systems, Motor vehicles, Noise reduction

Investigations have been carried out into the suitability of radial flow fans as a replacement for axial flow fans. Project objectives were to reduce cooling system noise without increasing bulk volume or impairing efficiency. These considerations apply

particularly to vehicles with engines of high output.

## RECIPROCATING MACHINES

**85-2415**

### **Aerodynamically Excited Vibrations of a Part-Span Shrouded Fan**

A.V. Srinivasan, D.G. Cutts  
United Technologies Res. Ctr., East Hartford, CT 06108

J. Engrg. Gas Turbines Power, Trans. ASME, **107** (2), pp 399-407 (Apr 1985), 17 figs, 7 refs

**KEY WORDS:** Fans, Shrouds, Aerodynamic loads, Tuning, Vibration measurement

The structural response of a part-span shrouded fan due to an aerodynamic excitation was measured using strain gages. The excitation was provided by means of a 4-lobed distortion screen mounted upstream of the rotor. Vibration measurements made with tuned and mistuned conditions at integral order speeds have been analyzed to determine the aeromechanical response characteristics of the assembly. The results from the experimental investigation are presented and discussed.

**85-2416**

### **Investigation of Flow Phenomena in a Transonic Fan Rotor Using Laser Anemometry**

A.J. Strazisar  
NASA Lewis Res. Ctr., Cleveland, OH 44135

J. Engrg. Gas Turbines Power, Trans. ASME, **107** (2), pp 427-435 (Apr 1985), 10 figs, 2 tables, 15 refs

**KEY WORDS:** Fans, Shock response, Lasers, Fluid-induced excitation

Several flow phenomena, including flow field periodicity, rotor shock oscillation, and rotor shock system geometry have been investigated in a transonic low aspect ratio fan rotor using laser anemometry. Flow periodicity is found to increase with increasing rotor pressure rise and to correlate with blade geometry variations.

**85-2417**

### **Combustion Noise from High Speed Direct Injection Diesel Engines**

M.F. Russell, R. Haworth

Lucas Industries Noise Centre, Lucas CAV Limited, Acton, London

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society Automotive Engrs., Warrendale, PA, pp 95-116, 27 figs, 1 table, 13 refs

**KEY WORDS:** Diesel engines, Engine noise, Combustion noise, Noise measurement

A simple technique has been developed for measuring the noise radiated by diesel engine surfaces in response to combustion excitation. Results using this technique correlate well with the established computer-based analysis technique.

**85-2418**

### **Characteristics of Exciting Forces and Structural Response of Turbocharged Diesel Engines**

T. Priede, J.M. Baker, E.C. Grover, R. Ghazy

Southampton Univ., Southampton, UK

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engrs., Warrendale, PA, pp 85-93, 18 figs, 3 refs

**KEY WORDS:** Diesel engines, Bearings, Time domain method, Frequency domain method

The paper quantifies the forces applied to the main bearings of three six-cylinder turbocharged diesel engines and reviews their exciting properties in both time and frequency domains. The engine structure response at the bearing supports and the outer engine surfaces are correlated. It is shown that the engine structure response is a transient phenomenon and is a maximum in the vicinity of the applied force.

**85-2419**

**Recent Advances in Diesel Engine Research**

P.E. Waters

P.E. Waters & Associates

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engrs., Warrendale, PA, pp 345-358, 11 figs, 61 refs

**KEY WORDS:** Diesel engines, Noise reduction

This paper reviews some recent research in diesel engineering that points the way to possible solutions to the problems facing engine designers in the next 10 to 20 years. These problems are: the need for improved thermal efficiency an multifuel capability to deal with future supplies of fuel for transport and the need to make the engine more socially acceptable by reducing its noise and air pollutant emissions.

**85-2420**

**Engine Structure Analysis for Low Noise -- The Options**

M.D. Croker

Ricardo Consulting Engineers

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engrs., Warrendale, PA, pp 75-83, 20 figs, 22 refs

**KEY WORDS:** Reciprocating engines, Engine noise, Noise reduction

Within the limitations of the combustion process the engine structure remains the key to reducing radiated noise levels. This paper reviews the various techniques available for engine structure analysis in the context of the ever increasing computational power available to the design engineer.

**POWER TRANSMISSION SYSTEMS**

**85-2421**

**Interactive Computer Simulation of Drivetrain Dynamics**

M.C. Tsangarides, W.E. Tobler, C.R. Heermann

Ford Motor Co.

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engrs., Warrendale, PA, pp 143-158, 17 figs, 25 refs

**KEY WORDS:** Driveline vibrations, Computerized simulation, Torsional response

Computer simulations of vehicle dynamics can be a useful investigative tool in driveability. As the present work demonstrates, oscillations of the drivetrain under steady-state and transient conditions are amenable to mathematical analysis, especially in the torsional mode. Simulations of such a system with a lock-up torque converter are shown with emphasis on tip-in response, transmissibility of engine firing pulsations and self-excited oscillations.. In particular, the method of interactive simulation is shown to be an effective design-aid tool in the investigation of drivetrain vibrations.

**85-2422**

**Research on Idling Rattle of Manual Transmission**

S. Ohnuma, S. Yahata, M. Inagawa, T. Fujimoto

Mitsubishi Motors Corp., Tokyo, Japan

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engrs., Warrendale, PA, pp 159-167, 21 figs, 13 refs

**KEY WORDS:** Power transmission systems, Gear boxes, Torsional vibrations, Diesel engines

Generation mechanism and characteristics of idling rattle are systematized analytically by experiments on vehicle and digital simulation of nonlinear torsional vibration system for an inline four-cylinder four-cycle diesel engine.

**METAL WORKING AND FORMING**

**85-2423**

**Dynamic Characteristics of Lathe Using Concrete Bed**

I.S. Chung, M. Tsutsumi, Y. Ito  
Jeonbug National Univ., Jeonju, Korea  
Bull. JSME, 28 (239), pp 987-993 (May 1985), 17 figs, 4 refs

**KEY WORDS:** Lathes, Damping materials, Concrete

This paper describes the dynamic characteristics of a lathe using a concrete bed. The concrete has attracted special interest as a structural material for its low cost of production and good damping properties. The effects of the concrete bed on the vibration and noise levels of the structure and the dynamic stiffness of a work-spindle system are mainly investigated.

## **MATERIALS HANDLING EQUIPMENT**

**85-2424**

**Forces in the Hoisting Wire of a Crane Barge in Waves**

Zu Deyao

Harbin Shipbuilding Engrg. Inst., China  
Ocean Engrg., 12 (1), pp 1-16 (1985), 4 figs, 10 tables, 6 refs

**KEY WORDS:** Cranes (hoists), Barges

In this report a description is given of a method by which the influence can be determined of the dynamic motions of a derrick barge and of the object to be hoisted on the forces in the hoisting wire. The results of these calculations are used for an optimization study in which several parameters of the hoisting system have been varied.

## **STRUCTURAL SYSTEMS**

### **BRIDGES**

**85-2425**

**Three-Dimensional Response of a Concrete Bridge System to Traveling Seismic Waves**

B. Dendrou, S. Werner, T. Toridis  
George Washington Univ., Washington, DC  
Computers Struc., 20 (1-3), pp 593-603 (1985), 8 figs, 3 tables, 21 refs

**KEY WORDS:** Bridges, Reinforced concrete, Seismic response, Substructuring methods, Computer programs

To enhance the evaluation of the bridge response to seismic excitations there is a need to incorporate more parameters in an analytical model. This paper describes a methodology for analysis of traveling seismic wave effects on the dynamic response of an elastic concrete bridge. A substructuring approach is used to efficiently model the bridge/soil dynamic interaction.

**85-2426**

**Dynamic Theory of Trains Passing Through a Railway Bridge - A Study of Effects of the Masses and Inertia Forces of Moving Load**

Ye Kaiyuan, Ma Guolin

SSA, 22 (8), pp 831-846 (1984), CSTA No. 625.1-84.28

**KEY WORDS:** Railroad bridges, Moving loads, Bridge-vehicle interaction

This paper uses analytic method to investigate the dynamic calculation of the whole process of trains passing through a railway bridge and considers effects of the mass and the damping effect of the bridge as well as the masses of moving loads.

## **CONSTRUCTION EQUIPMENT**

**85-2427**

**In-Place-Dynamic Sound Power Test Method**

W.H. Flint

Caterpillar Tractor Co.

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engrs., Warrendale, PA, pp 277-282, 7 figs, 1 table, 3 refs



**KEY WORDS:** Construction equipment, Sound measurement, Measurement techniques

ISO and SAE static sound power test methods are currently used for construction machinery. The European Economic Community sound committee has been developing a drive-by or simulated work cycle test method using a hemispherical array microphones. The EEC method is inconsistent due to the changing test surface (moist sand) and the variables of outdoor testing: temperature, wind, and precipitation. The in-place-dynamic test method described provides a disciplined way to evaluate machines with moving track or wheels and operating hydraulic systems.

#### OFF-SHORE STRUCTURES

**85-2428**

**Approximative Formulae for Calculating the Motions of Semi-Submersibles**

J.A. van Santen

Marine Structure Consultants, 3370 AC Hardinxveld-Giessendam, The Netherlands  
Ocean Engrg., 12 (3), pp 235-252 (1985), 10 figs, 6 refs

**KEY WORDS:** Submersed structures, Heaving, Off-shore structures

This paper discusses approximative methods to be used in the determination of the heave motions of semi-submersibles. These methods can be useful in the design stage as they circumvent the use of large computer programs.

**85-2429**

**Resonant Heave Motion of Semisubmersible Vessels**

C.L. Kirk

Cranfield Inst. of Technology, Cranfield, Bedford MK43 0AL, UK  
Ocean Engrg., 12 (2), pp 177-184 (1985), 2 figs, 12 refs

**KEY WORDS:** Submersed structures, Heaving, Offshore structures

This paper is concerned with nonlinear resonant heave motion of a semisubmersible vessel at the survival draft. Due to the small potential damping of the hulls at deep draft the resonant motion is governed almost entirely by nonlinear drag forces on the hull and bracing members.

## VEHICLE SYSTEMS

#### GROUND VEHICLES

**85-2430**

**Vehicle Sound Measurement — 20 Years of Testing**

T. M. Howell, R. F. Schumacher

Ford Motor Company

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engrs., Warrendale, PA, pp 61-73, 5 figs, 2 tables, 38 refs

**KEY WORDS:** Ground vehicles, Noise measurement, Measurement techniques

Various SAE vehicle noise test subcommittees have been involved in numerous programs to improve and expand the applicability of procedures for increasing exterior noise levels and their relationship to the ever changing product lines. Parallel to this work, governmental and trade associations have also sought changes to better reflect the true measure of noise impact on the community. The evolution of testing has resulted in a continuing improvement in the quality of the test data.

**85-2431**

**Development of an Interior Sound Level Measurement Procedure for Light Vehicles — SAE J1477**

K.S. Bagga, E.P. Repick  
American Motors Corporation, Detroit, MI  
Surface Vehicle Noise and Vibration Conf.  
Proc., Traverse City, MI, May 15-17, 1985.  
Spons. Society of Automotive Engrs., War-  
rendale, PA, pp 293-302, 2 figs, 2 tables, 4  
refs

**KEY WORDS:** Ground vehicles, Motor  
vehicles, Interior noise, Noise measurement,  
Measurement techniques

With increase emphasis on comparing inter-  
ior noise performance levels of passenger  
cars, multi-purpose vehicles, and light  
trucks, a need existed for the establishment  
of a recommended practice for making  
interior sound level measurements. Many  
variables, such as environmental conditions,  
instrumentation and vehicle test parameters  
exist that make accurate comparisons of  
vehicle interior sound levels difficult at  
best. The new proposed SAE Recommended  
Practice J1477-XXX8X, Measurement of  
Interior Sound Levels of Light Vehicles,  
establishes a procedure for making vehicle  
interior sound level measurements. Envi-  
ronmental conditions, instrumentation set up  
and analysis, and vehicle test conditions are  
described in detail.

**85-2432**

**Component Mode Synthesis of a Vehicle  
Structural-Acoustic System Model**

S.H. Sung, D.J. Nefke  
General Motors Research Laboratories,  
Warren, MI  
Structures, Structural Dynamics and Materi-  
als Conf., Proc. of 26th, held April 15-17,  
1985, Orlando, Florida, spons. AIAA/-  
ASME/ASCE/AHS, Part 2, pp 628-635, 8  
figs, 25 refs

**KEY WORDS:** Component mode synthesis,  
Automobiles, Interior noise, Noise predic-  
tion, Design techniques

Application of the component mode synthe-  
sis technique to develop an analytical struc-  
tural-acoustic system model of an  
automotive vehicle is described. The system  
model combines an acoustic finite element  
model of the automobile passenger compart-  
ment cavity with finite element and modal

models of the vehicle structural system. The  
model can be solved for frequency, ran-  
dom, and transient response to predict the  
low-frequency interior noise which occurs  
during actual operating conditions of the  
vehicle. The theoretical formulation of the  
model is described, as well as an experi-  
mental verification for random input.

**85-2433**

**An Application of Structural-Acoustic  
Analysis to Car Body Structure**

H. Yashiro, K.-i. Suzuki, Y. Kajio, I.  
Hagiwara  
Nissan Motor Co., Ltd.  
Surface Vehicle Noise and Vibration Conf.  
Proc., Traverse City, MI, May 15-17, 1985.  
Spons. Society of Automotive Engrs., War-  
rendale, PA, pp 337-344, 17 figs, 8 refs

**KEY WORDS:** Automobiles, Interior noise,  
Building block approach

In order to calculate efficiently the charac-  
teristics of car body vibration and the  
acoustic characteristics of the passenger-  
compartment, a structural-acoustic analysis  
system, CAD-B, was developed. This system  
divides the body into three components --  
front body, main cabin and rear body. The  
characteristics of front and rear body  
vibration are expressed in modal paramet-  
ers.

**85-2434**

**A Study of Vehicle Interior Noise Using  
Statistical Energy Analysis**

R.G. DeJong  
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Surface Vehicle Noise and Vibration Conf.  
Proc., Traverse City, MI, May 15-17, 1985.  
Spons. Society of Automotive Engrs., War-  
rendale, PA, pp 1-6, 12 figs, 7 refs

**KEY WORDS:** Motor vehicles, Interior  
noise, Statistical energy methods

The noise vibration of an automotive vehi-  
cle is studied using statistical energy analy-  
sis (SEA). Three sources of interior noise

-- the engine, tires, and air flow -- have been measured and used as inputs to the SEA model. The flow of acoustic energy through various structural components is calculated in order to determine the dominant paths of noise transmission to the passenger compartment. The predicted interior noise levels are compared to those measured under different operating conditions.

**85-2435**

**A Study of Noise in Vehicle Passenger Compartment during Acceleration**

K. Tsuge, K. Kanamaru, T. Kido, N. Masuda

Toyota Motor Corp.

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engrs., Warrendale, PA, pp 27-34, 16 figs, 4 tables, 1 ref

**KEY WORDS:** Automobiles, Interior noise, Engine noise

A discomforting noise (rumbling) sometimes heard in a vehicle passenger compartment during acceleration is investigated. A detailed study of the rumbling noise spectrum clarified the generating mechanism of the rumbling noise and the relation between the spectral structure and the tone. In order to analyze the rumbling noise it was simulated with electrically synthesized noise. This method showed that at times when the noise is heard there are more than three discrete harmonics which are half an order harmonics of the engine revolution. The sensation of discomfort depends on the phase, frequency and magnitude of each frequency component.

**85-2436**

**A Review of Parameters Affecting the Noise and Vibration in Diesel Powered Passenger Cars**

E. Winklhofer, G.E. Thien

AVL List Ges.m.b.H., Graz, Austria

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985.

Spons. Society of Automotive Engrs., Warrendale, PA, pp 35-43, 17 figs, 1 table, 9 refs

**KEY WORDS:** Automobiles, Diesel engines, Interior noise

The noise and vibration properties of diesel engines call for increased efforts in manufacturing passenger cars to achieve a level of comfort comparable to gasoline cars. Starting with measurements of vehicle interior noise reasonable limits of diesel engine noise and vibration levels and sound and vibration transmission properties are defined.

**85-2437**

**Engine Encapsulation on 6-10 Ton-Trucks**

M. Stiglmaier, H.-J. Drewitz

M.A.N.

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engrs., Warrendale, PA, pp 117-122, 11 figs

**KEY WORDS:** Trucks, Traffic noise, Engine noise, Noise reduction

A noise-reducing capsule for distribution trucks with 6 to 10 tons g.v.w. (class 3 to class 6) has been developed. This capsule reduces the drive-past noise by approximately 6 dB(A) and at the same time reduces the noise level in the cab by approximately 3 dB(A). All component temperatures remain inside the permissible ranges; the functionality of vehicles with capsules is retained in full. The dead weight of the trucks is increased by approximately 40 kg.

**85-2438**

**Quiet Heavy Vehicles for 1990 -- The QHV 90 Programme**

C.G.B. Mitchell

Transport and Road Research Laboratory, Crowthorne, Berkshire, England

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engrs., War-

rendale, PA, pp 195-202, 2 figs, 4 tables, 20 refs

**KEY WORDS:** Trucks, Noise reduction

The British Government has set up a program of research and support for development to assist the manufacturers of heavy goods vehicles and their engines to develop products that will comply with new noise limits and be available for production by 1990. The program called QHV 90 is described.

**85-2439**

**Vehicle Response to Throttle Tip-In/Tip-Out**  
R.A. Krenz  
Ford Motor Company  
Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engrs., Warrendale, PA, pp 45-51, 6 figs, 1 table, 3 refs

**KEY WORDS:** Automobiles, Transient response

Throttle tip-in/tip-out maneuvers generate a driveline torque transient which may produce an objectionable disturbance to vehicle occupants. Recent developments in vehicle design have contributed to increased severity in this response, which is known as clunk and shuffle. Experimental procedures which have been developed to quantify response levels and diagnose cases of concern are described. Specific design and calibration modifications, which control clunk and shuffle, are also described.

**85-2440**

**Fatigue Analysis of Ground Vehicle Components**  
R.W. Landgraf  
Ford Motor Company, Dearborn, MI  
Vehicle Structures, Intl. Conf., Institution of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 101-108, 8 figs, 2 tables, 17 refs

**KEY WORDS:** Ground vehicles, Fatigue life, Computer programs

Recent advances in material and structural fatigue methodology are reviewed in the context of their applicability to ground vehicle design. The construction and utilization of a package of interactive computer program modules that enable the formulation and solution of a wide variety of ground vehicle fatigue problems is also described. Examples are presented to demonstrate the use of such a tool at various stages of the product development and validation cycle.

**85-2441**

**Fatigue Life Distribution of Vehicle Frame Structures**

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Research Institute of Automobile Industry, Autokut, Budapest, Hungary  
Vehicle Structures, Intl. Conf., Institution of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 121-130, 9 figs, 8 refs

**KEY WORDS:** Ground vehicles, Structural members, Fatigue life, Crack propagation

A theoretical description is given of the life distributions in the case of stochastically loaded vehicle structural elements. This method is based on the extreme stress distribution from one side, and on the service strength distribution from the other side. The service strength is derived from the crack propagation functions as well as from the residual strength of cracked structural elements.

**85-2442**

**Fatigue Design of PM Automotive Components**

C.M. Sonsino, W.J. Huppmann  
Fraunhofer-Institut für Betriebsfestigkeit (LBF), Darmstadt, W. Germany  
Intl. J. Vehicle Des., 6 (3), pp 297-310 (May 1985) 11 figs, 3 tables, 15 refs

**KEY WORDS:** Automobiles, Fatigue life, Design techniques

Among several competing mass-production methods powder metallurgy plays an impor-

tant role not only as a material and energy saving alternative, but also as a technique delivering materials with good fatigue properties. The power metallurgical component design procedure is illustrated by two examples: a conventionally sintered turbocharger bushing and a powder forged parking gear. Both parts were previously designed using conventional wrought steels.

**85-2443**

**Laboratory Methods for Evaluating Car Body Structure-Dynamics and Durability Performance**

B. Singh

Austin Rover Group Limited, Oxford  
Vehicle Structures, Intl. Conf., Institution of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 115-120, 5 figs, 5 refs

**KEY WORDS:** Automobiles, Testing techniques, Fatigue tests

Laboratory based test techniques and equipment used for evaluating car body structure dynamics and fatigue performance are discussed.

**85-2444**

**Modelling Problems in the Dynamic Design of Autobuses**

P. Michelberger, A. Keresztes, S. Horvath  
The Technical Univ. of Budapest, Hungary  
Vehicle Structures, Intl. Conf., Inst. of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 195-200, 3 figs, 7 refs

**KEY WORDS:** Buses, Fatigue life

The complete stress statistics of bus structures require a linearity analysis of the vehicle to establish exact and approximate ranges of computation results. In coefficient matrices of motion equations the rather significant effects of the payload have to be considered separately.

**85-2445**

**Dynamics and Design**  
F.D. Hales

Univ. of Technology, Loughborough, UK  
Intl. J. Vehicle Des., 6 (3), pp 257-262  
(May 1985)

**KEY WORDS:** Motor vehicles, Design techniques

The relationship between the study of dynamics and design of vehicles is discussed. A conflict exists at present as the numerical data for dynamic analysis is often not available until late in the design process, at a stage when design flexibility may have become limited. It is proposed here that in the future there will be more linkage between dynamic studies and computer aided design, with a trend towards engineers who have the ability to teach computers not only to draw but also what to draw.

**85-2446**

**Computer Aided Concept Design of a Sports Car Chassis System**

D.J. Fothergill, R. Southall, E. Osmond  
SDRC Engrg. Services Ltd., Hitchin, Hertfordshire, UK  
Vehicle Structures, Intl. Conf., Inst. of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 91-99, 8 figs, 3 tables

**KEY WORDS:** Automobiles, Design techniques, Computer aided techniques

A process is described that was used to design a chassis system for a sports car with a non structural plastic body skin. The main concern was to achieve a design with adequate stiffness to promote good handling and ensure that whole vehicle vibration would be satisfactorily controlled. Simple, cost effective computer modeling was used to predict the stiffness of an initial scheme. The chassis model was developed into a dynamic simulation of the whole vehicle.

**85-2447**

**A New Technique for Field Damage Simulation of Elastically Coupled Structures**  
J.N. Fletcher, R.E. Jones

Surface Vehicle Noise and Vib. Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engineers, Warrendale, PA, pp 329-335, 10 figs, 12 refs

**KEY WORDS:** Off-highway vehicles, Structural members, Damage prediction, Modal analysis

A technique for field durability testing of elastically mounted components of off-road vehicles has been developed which simplifies the replication of field damage on these structures. The procedure combines the techniques of cumulative damage and modal analysis to replace the usual multi-shaker excitation technique with a much simpler physical system. This method allows field damage studies to be performed with less laboratory equipment and setup. Initial work has shown that the method is very effective in predicting field failures in an accelerated laboratory test.

**85-2448**

**An Optimization Method for Crashworthiness Design**

Ji Oh Song

General Motors Res. Labs., Warren, MI 48090

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held Apr 15-17, 1985, Orlando, FL, Spons. AIAA/ASME/-ASCE/AHS, Part 1, pp 365-372, 10 figs, 2 tables, 6 refs

**KEY WORDS:** Optimization, Design techniques, Crashworthiness, Collision research (automotive)

A new optimization capability, which determines the dimensions of the structural components, is developed to minimize the structural mass while meeting given safety criteria. The study uses both the nonlinear spring-mass model and beam models in a hybrid manner such that the optimizer interfaces with the spring-mass model, which in turn interfaces with the beam models to obtain force deformation curves required as input. A scale factor representing the stiffness change of a beam due to its design change is introduced to gener-

ate the approximate force-deformation curve of the beam during optimization.

**85-2449**

**Finite Element Modelling of Vehicle Bodies Using Substructuring Methods**

M.D. Austin, G.G. Moore

Austin Rover Group, Oxford, UK

Vehicle Structures, Intl. Conf., Instn. of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 83-89, 6 figs

**KEY WORDS:** Ground vehicles, Finite element technique, Substructuring methods

Earlier finite element modeling methods treated the entire body structure, or one half if symmetry permitted, as a single model. The need to evaluate structures in greater detail led to complex models which produced large volumes of unmanageable data and were inefficient to run. A substructured approach has been developed which reduced these problems. The method uses commercially available software for model preparation and analysis, together with in-house software for interfacing between a draughting geometry database and the modeling database, and for pre- and post-processing of the analysis files.

**85-2450**

**An On-Board Crash Test Data Acquisition System**

S.P.F. Petty

Transport and Road Res. Lab., Crowthorne, Berkshire, UK

Vehicle Structures, Intl. Conf., Instn. Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 11-12

**KEY WORDS:** Collision research (automotive), Testing techniques, Data recorders

Problems in the data acquisition system used when vehicle structures are crash tested has resulted in the formation of a task group to produce a specification for an alternative system. The evolution of the specification from its original simple concept to its final form is described.

**85-2451**

**Trends in the Design of Car Front and Side Structures to Meet Future Safety Needs**

I.D. Neilson

Transport and Road Res. Lab., Crowthorne, Berkshire, UK

Vehicle Structures, Intl. Conf., Instn. of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 1-6, 1 table, 11 refs

**KEY WORDS:** Collision research (automotive), Design techniques

A review of the current situation regarding car occupants and pedestrians injured in road accidents involving cars is presented. The compulsory use of seat belts has transformed the situation and the paper deals with the structural aspects of what should be done next in car design. The discussion suggests how all safety needs may be achieved in one design of front structure.

**85-2452**

**Evaluation of the Structural Integrity of Intermediate Buses**

F.F. Monasa

Michigan Technological Univ., Houghton, MI  
Vehicle Structures, Intl. Conf., Instn. of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 207-215, 8 figs, 16 refs

**KEY WORDS:** Buses, Collision research (automotive)

The results obtained from evaluation of the structural integrity, under accident situations, of intermediate buses are presented. A method based on the finite element modeling technique and a nonlinear structural analysis procedure is used. The results for rollover, side impact, and front impact loading conditions are presented graphically as load-deflection diagrams along with the three-dimensional analytical model of the passenger compartment framework showing the sequence of plastic hinge formation, for each loading condition, up to collapse.

**85-2453**

**The Use of the National Highway Traffic**

**Safety Administration's Vehicle Crash Test Data Base in a Study of Vehicle Structural Responses**

J.R. Hackney

National Highway Traffic Safety Admn., Washington, DC

Vehicle Structures, Intl. Conf., Instn. of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 13-20, 6 figs, 3 tables, 4 refs

**KEY WORDS:** Collision research (automotive), Experimental data

The National Highway Traffic Safety Administration's vehicle crash test data base which contains information on almost 700 vehicles is providing the data for extensive studies of vehicle structural responses. An example of a study shows the significance of vehicle crash pulses to potential occupant injuries.

**85-2454**

**Future Trends in the Simulation of Crashworthiness**

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Vehicle Structures, Intl. Conf., Instn. of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 21-28, 6 figs, 29 refs

**KEY WORDS:** Collision research (automotive), Crashworthiness

The development of crash simulation is traced for the two main aspects of accident simulation and vehicle design. It is shown that useful information can be obtained on both these aspects by the use of classical mechanics with simplified structural crush parameters. Because of the complication of the complete simulation of the crush behavior of sheet metal structures the method of idealizing the front of a car as a series of masses connected by nonlinear springs generally attributed to Kamal is described.

**85-2455**

**Numerical Calculation of the Bending**

### **Collapse of Two Structural Car Safety Components**

T. Scharnhorst

Volkswagenwerk AG, Forschung, Wolfsburg, W. Germany

Vehicle Structures, Intl. Conf., Instn. of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 29-38, 11 figs, 21 refs

**KEY WORDS:** Collision research (automotive), Finite element techniques, Damage prediction

Nonlinear finite element techniques are applied to a longitudinal car beam and the bending collapse of a steering tube column. Results are compared to measurements and suggest that these numerical techniques can be applied in a predictive manner and that they are useful in reducing the amount of component testing.

**85-2456**

### **Modelling the Collapse of Cars in Asymmetrical Barrier Impact Tests**

M. Brennan, M. Macaulay, A. Wynn-Ruffhead

University College, London WC1, UK

Vehicle Structures, Intl. Conf., Instn. of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 39-45, 10 figs, 1 table, 4 refs

**KEY WORDS:** Collision research (automotive), Impact tests, Guardrails

The development and use of a two-dimensional lumped-mass computer model to simulate cars deforming in frontal barrier impact tests is described. The masses are chosen to be representative of two types of car for which impact data were available, and the load-deflection characteristics of the structural members are fitted to the behavior of these two cars in the symmetrical frontal impact test and two different asymmetrical tests. Use is made of operator controlled and automatic optimizing routines.

**85-2457**

### **Twisting Collapse of Open Sections**

A.M.S. Al-Sheikh, M.A. Nanayakkara, P.W. Sharman

University of Technology, Loughborough, UK  
Vehicle Structures, Intl. Conf., Instn. of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 47-51, 9 figs, 7 refs

**KEY WORDS:** Collision research (automotive), Design techniques, Automobiles, Energy absorption

In the design of cars, and other safety sensitive systems, it is essential that the energy of impact is absorbed in progressively deforming parts of the structure, particularly in regions which are relatively unimportant in terms of the primary purpose. The large deformations experienced by open sections during collapse may be conveniently described by discrete mathematical methods, utilizing finite elements and powerful incremental programs accounting for plasticity as well as the large displacements.

**85-2458**

### **Influence of Inertia in Structural Crashworthiness**

S.R. Reid, C.D. Austin

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Vehicle Structures, Intl. Conf., Instn. of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 63-70, 8 figs, 14 refs

**KEY WORDS:** Crashworthiness, Structural members, Ground vehicles, Tubes, Energy absorption

The effects of inertia on the modes of collapse of two classes of structure are described and discussed. Systems of structural elements which have a monotonically increasing load-deflection curve deform under the influence of structural waves when subjected to impact loading. The behavior of tubular columns is dominated by the effects of instability which are also strongly influenced by the inertia of the structure.



## AIRCRAFT

85-2459

### **Unsteady Flows Around Three-Dimensional Wings**

M. Gad-el-Hak

Flow Research Co., Kent, WA

Rept. No. FRC-RR-305, AFOSR-TR-84-1243, 90 pp (Oct 1, 1984), AD-A149 993/-8/GAR

**KEY WORDS:** Aircraft wings, Fluid-induced excitation

Time-dependent flows around rectangular, swept of delta wings undergoing harmonic pitching motions were investigated using flow visualization techniques. The wings were towed in an 18-m water channel at chord Reynolds numbers up to 350,000. Fluorescent dye layers were excited with a sheet of laser light and used to mark the flow in the separation region around the lifting surface, the wake region and the potential flow away from the wing. The flow field around each wing depends to a large degree on wing planform, leading edge contour, and the reduced frequency of oscillation. The results can be mostly explained in terms of the mutual induction between the leading edge separation vortex and the trailing edge shedding vortex.

85-2460

### **A New Approach to Durability Prediction for Fuel Tank Skins**

M.A. Ferman, W.H. Unger, C.R. Saff, M.D. Richardson

McDonnell Douglas Corp., St. Louis, MO

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 102-109, 14 figs, 6 refs

**KEY WORDS:** Fuel tanks, Aircraft components, Fatigue life

A potential source of fuel tank leakage, premature fatigue cracks initiated from a newly recognized dynamic loading, is investigated. This new loading source results

from fluid structure interaction dynamics between tank skins and fuel mass. Significant strain intensifications are produced, and since they occur at higher frequencies, they cause a reduced fatigue life. It is believed that this approach may help to explain why many instances of premature tank skin fatigue and leakage were not previously predicted by maneuver spectrum fatigue methods. This should provide an improved design approach to minimize fuel leakage from fatigue cracks.

85-2461

### **An Improved Source Model for Aircraft Interior Noise Studies**

J.R. Mahan, C.R. Fuller

Virginia Polytechnic Inst. and State Univ., Blacksburg, VA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 602-608, 8 figs, 1 table, 6 refs

**KEY WORDS:** Aircraft noise, Interior noise

The present paper exploits an existing analytical model for noise transmission into aircraft cabins to investigate the behavior of an improved propeller source model for use in aircraft interior noise studies. The new source model, a virtually rotating dipole, is shown to adequately match measured fuselage sound pressure distributions, including the correct phase relationships, for published data. As an example of its application, the virtually rotating dipole is used to study the sensitivity of synchrophasing effectiveness to the fuselage sound pressure trace velocity distribution. Results of calculations are presented.

85-2462

### **Dynamic Loads Analyses of Flexible Airplanes — New and Existing Techniques**

A.S. Pototzky, B. Perry, III

Kentron International, Inc., Hampton, VA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-

ASME/ASCE/AHS, Part 2, pp 651-663, 14 figs, 1 table, 19 refs

**KEY WORDS:** Aircraft, Aerodynamic loads, Mode displacement method, Mode acceleration method, Summation of forces method

Existing techniques for calculating dynamic loads for flexible airplanes are reviewed and a new technique is presented. The new technique involves the summation-of-forces method of writing dynamic loads equations. The new technique uses s-plane approximation methods to transform the dynamic loads equations from a second-order frequency-domain formulation with frequency-dependent coefficients into a linear-time-invariant state-space formulation. Several numerical examples demonstrate the usefulness of the new technique and the high quality of the results.

**85-2463**

**Influence of Warpage on Composite Aeroelastic Theories**

G.A. Oyibo, J.H. Berman  
Fairchild Republic Co., Farmingdale, NY  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 330-336, 4 figs, 14 refs

**KEY WORDS:** Aircraft wings, Warping, Aeroelasticity

The new methodology used as the basic tool in this paper is basically the aeroelastic equivalent of the aerodynamic similarity rule. The influence of warping (spanwise axial constraints on wing twist) on composite wing aeroelastic oscillations is investigated using this approach. Results show that a high-aspect-ratio composite wing could behave aeroelastically like a low aspect ratio wing and vice-versa. Similarity parameters derived in this analysis expose conditions for which this might happen.

**85-2464**

**A New Approach to Apply the Potential Gradient Method for Supersonic Unsteady Airloads**

K. Appa

Northrop Corp., Hawthorne, CA  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 50-55, 4 tables, 10 refs

**KEY WORDS:** Aircraft wings, Aerodynamic loads, Gradient methods

A new approach in applying the potential gradient method to compute the generalized aerodynamic forces on wing-like lifting surfaces is discussed. An aerodynamic influence coefficient formulation relating the downwash and the panel pressure distributions has been derived. The formulation is such that there is no need to consider the wake or the diaphragm elements in the analysis. Since there is no series expansion of the frequency term in this method, computations at low supersonic Mach numbers and high reduced frequencies can be performed with no convergence difficulties.

**85-2465**

**Wing Rock Flow Phenomena**

L.E. Ericsson  
Lockheed Missiles and Space Co., Inc., Sunnyvale, CA  
Proc. of Workshop on Unsteady Separated Flow held at U.S. Air Force Academy, Aug 10-11, 1983, AD-A148 249, pp 10-20, AD-P004 154/1/GAR

**KEY WORDS:** Aircraft wings, Fluid-induced excitation

Flow mechanisms that can generate wing-rock type oscillations are described. It is shown that the slender wing rock phenomenon, the limit cycle oscillation in roll observed for very slender delta wings, is caused by asymmetric leading edge vortices and that vortex breakdown can never be the cause of it as it has a damping effect.

**85-2466**

**Effect of Active Control System Nonlinearities on the L-1011-3(ACS) Design Gust Loads**

J.D. Gould  
Lockheed California Co., Burbank, CA  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 468-476, 22 figs, 2 tables, 4 refs

**KEY WORDS:** Aircraft Wings, Wind induced excitation, Active control, Design techniques

An active control system has been developed for a derivative of the L-1011 which allows an increase in wing span with little increase in design wing loads. An allowance for load increases produced by active control system nonlinear effects has been included in the design loads, and the adequacy of this allowance has been substantiated by a nonlinear simulation of the aircraft and active control system encountering these severe turbulence levels.

**85-2467**  
**The Computation of Second-Order Accurate Unsteady Aerodynamic Generalized Forces**  
B. van Niekerk  
Stanford Univ., Stanford, CA 94305  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 56-63, 5 figs, 1 table, 18 refs

**KEY WORDS:** Airfoils, Aircraft wings, Weighted residual technique, Flutter

A classical variational principle is used to derive special properties of a weighted residual method. It is shown that some weighted integral of the sought solution can be obtained to second-order accuracy in the solution to the original and adjoint problems. For aerodynamic problems, it is assumed that the reverse flow problem is adjoint to the original problem. Examples on airfoils and panel methods demonstrate the fast convergence of generalized aerodynamic forces on airfoils and wings.

**85-2468**  
**Transonic Test of a Forward Swept Wing Configuration Exhibiting Body Freedom Flutter**

R. Chipman, F. Rauch, M. Rimer, B. Muniz  
Grumman Aerospace Corp., Bethpage, NY 11714

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 298-312, 16 figs, 2 tables, 11 refs

**KEY WORDS:** Aircraft wings, Flutter, Wind tunnel testing

Body freedom flutter is a dynamic instability involving aircraft pitch and wing bending motions which, though rarely experienced on conventional vehicles, is characteristic of forward swept wing (FSW) aircraft. To investigate this aeroelastic phenomenon, tests were conducted on a 1/2-scale, flying, cable-mounted model of a realistic FSW configuration with and without relaxed static stability (RSS).

**85-2469**  
**Flutter and Divergence Boundary Prediction from Nonstationary Random Responses at Increasing Flow Speeds**  
Y. Matsuzaki, Y. Ando  
Nagoya Univ., Nagoya, Japan  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 313-319, 7 figs, 20 refs

**KEY WORDS:** Aircraft wings, Flutter

A locally stationary process method for predicting the flutter and divergence boundaries is presented. The method was applied to response signals of wing models due to flow turbulence measured in subcritical flutter and divergence tests, in which the dynamic pressure was increased at a constant speed with the Mach number being fixed.

**85-2470**  
**Measured Unsteady Transonic Aerodynamic Characteristics of an Elastic Supercritical Wing with an Oscillating Control Surface**

D.A. Seidel, M.C. Sandford, C.V. Eckstrom  
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23665

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/ASME/ASCE/AHS, Part 2, pp 64-71, 13 figs, 10 refs

**KEY WORDS:** Aircraft wings, Airfoils, Flutter, Wind tunnel tests, Experimental data

Transonic steady and unsteady aerodynamic data were measured on a large elastic wing in a transonic dynamics tunnel. The wing had a supercritical airfoil shape and a leading-edge sweepback of  $28.8^\circ$ . The wing was heavily instrumented to measure both static and dynamic pressures and deflections. A hydraulically driven outboard control surface was oscillated to generate unsteady airloads on the wing. Representative results from the wind tunnel tests are presented and discussed.

**85-2471**

**Coupling Linearized Far-Field Boundary Conditions with Non-Linear Near-Field Solutions in Transonic Flow**

W.S. Rowe, F.E. Ehlers  
Boeing Commercial Airplane Co., Seattle, WA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/ASME/ASCE/AHS, Part 2, pp 72-82, 24 figs, 6 refs

**KEY WORDS:** Aircraft, Flutter, Fluid induced excitation

A research investigation has been conducted to evaluate the feasibility of coupling linearized far field solutions with near-field finite differencing equations to reduce the size of grid networks required in transonic flow calculations. A criterion based on the gradient of the flow field Mach number was developed for use in establishing the minimum size grid network necessary for accurate finite thickness unsteady loading predictions.

**85-2472**

**Unsteady Transonic Flow Calculations for Two-Dimensional Canard-Wing Configurations with Aeroelastic Applications**

J.T. Batina

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/ASME/ASCE/AHS, Part 2, pp 1-9, 13 figs, 1 table, 13 refs

**KEY WORDS:** Aircraft wings, Aerodynamic loads, Fluid-induced excitation, Flutter

Unsteady transonic flow calculations for aerodynamically interfering airfoil configurations are performed as a first step toward solving the three-dimensional canard-wing interaction problem. These calculations are performed by extending the XTRAN2L two-dimensional unsteady transonic small-disturbance code to include an additional airfoil. Unsteady transonic forces due to plunge and pitch motions of a two-dimensional canard and wing are presented.

**85-2473**

**Computer-Aided Frequency Domain Synthesis of a Robust Active Flutter Suppression Control Law**

D.K. Schmidt, T.K. Chen

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/ASME/ASCE/AHS, Part 2, pp 459-467, 7 figs, 3 tables, 18 refs

**KEY WORDS:** Active flutter control, Frequency domain method, Computer-aided techniques, Graphic methods

Computer-aided graphical conventional synthesis techniques are employed to obtain a robust active-flutter-suppression control law. The relatively high dynamic order of such problems are dealt with effectively with a computer-aided approach, while interactive computer graphics allows conventional graphical techniques to be utilized. Key design information is displayed for variations in flight conditions such that a simple control law is obtained that is

robust over the variation in the flight condition

**85-2474**

**Flutter Control with Unsteady Aerodynamic Models**

Shyang Chang

Ph.D. Thesis, Univ. of California, Los Angeles, 106 pp (1984), DA8428493

**KEY WORDS:** Aircraft, Flutter, Vibration control

This dissertation deals with a generic problem for aircraft: control laws for flutter suppression. Until recently, the system frequency response was approximated by rational functions so that the finite-dimensional L-Q-R theory could be applied. However, discrepancy between theory and practice, especially in the transient response, has led to renewed interest in the problem. A time-domain model for unsteady aerodynamic loads was developed and then coupled with a lumped model for the structural dynamics.

**MISSILES AND SPACECRAFT**

**85-2475**

**Transient Load Analysis Method for Large Linear Structures with Local Nonlinearities and Its Application to Space Shuttle Payload Load Analysis**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spon. AIAA/-ASME/ASCE/AHS, Part 2, pp 404-416, 11 figs, 16 refs

**KEY WORDS:** Space shuttle, Transient excitation

The development of a method for a transient load analysis of a large-scale structure with local nonlinearities is described. The results from applying the method to the

Space Shuttle payload dynamic loads analysis are presented. The method was formulated by using the finite difference time integration equation developed from the Duhamel integration and interpolating the nonlinear forces during each time interface. Results of an investigation leading to finding the appropriate nonlinear force time interpolation functions are also presented.

**85-2476**

**A Simpler Approach to Update Spacecraft Launch Loads**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spon. AIAA/-ASME/ASCE/AHS, Par 2, pp 417-425, 11 figs, 1 tables, 6 refs

**KEY WORDS:** Spacecraft, Transient analysis, Launching

A simpler approach is presented to update launch loads for a spacecraft whose structural dynamic characteristics have been modified during its design phase. The spacecraft dynamic characteristics influence the interface acceleration by introducing anti-resonances (notches) at the spacecraft cantilever frequencies. The proposed approach consists of shifting the anti-resonance frequencies in the interface acceleration in accordance with the changes in the natural frequencies of the spacecraft. It provides a significant improvement in the accuracy of the calculated spacecraft launch loads in comparison with the base drive technique.

**85-2477**

**Stability of Flexible Structures with Random Parameters**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spon. AIAA/-

ASME/ASCE/AHS, Part 2, pp 166-172, 3 figs, 11 refs

**KEY WORDS:** Spacecraft, Stability, Stochastic processes

A brief description of the problem of stability of stochastic systems, results available for the study of stability of continuous parameter structures, and results needed for design applicability are presented.

**85-2478**

**Use of Helium Gas to Reduce Acoustic Transmission**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 96-101, 10 figs, 1 table

**KEY WORDS:** Spacecraft components, Sound transmission, Launching response, Acoustically induced excitation

Payload enclosures subjected to high energy acoustical environments may have high transmissibility due to coupling between structural and acoustical modes. Reducing transmissibility by mass attenuation, increased absorption or damping causes undesirable weight increases. It is shown that decoupling of the dynamic modes can be achieved without increasing weight by introducing a different gas (helium (He)) inside the enclosure from the ambient gas (air) outside the enclosure. For a certain frequency range, analytical studies of the external tank aft cargo carrier show nearly zero sound reduction through the structure.

**85-2479**

**Low-Authority Control Synthesis for Large Spacecraft Structures, Using Disturbance Propagation Concepts**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 152-160, 12 figs, 23 refs

**KEY WORDS:** Spacecraft, Active vibration control

This paper introduces the point of view that elastic deformation in large spacecraft structures may be aptly viewed in terms of propagating disturbances. The control concepts which result from such a viewpoint are presented.

**85-2480**

**Integrated Structural/Control Synthesis via Set-Theoretic Methods**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 636-641, 3 tables, 16 refs

**KEY WORDS:** Spacecraft, Vibration control

An ellipsoidal set-theoretic approach to the integrated structural/control synthesis for vibration regulation of flexible structures such as large space structures is considered. The synthesis attempts to maximize the allowable magnitude of an unknown but bounded disturbance to the structure while explicitly satisfying specific input and output constraints. Both structural parameters and control gains are variable during a search for the maximum allowable disturbance. A simple numerical example is presented to illustrate this synthesis approach.

**85-2481**

**Control of Dynamic Response of a Continuum Model of a Large Space Structure**

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Structures, Structural Dynamics and Materi-

als Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 31-42, 14 figs, 3 tables, 23 refs

**KEY WORDS:** Spacecraft, Vibration control, Equivalent continuum method

The problem of active control of the transient dynamic response of large space structures, modeled as equivalent continua, is investigated. The effects of initial stresses, in the form of in-plane stress resultants in an equivalent plate model, on the controllability of transverse dynamic response, are studied. A singular-solution approach is used to derive a fully coupled set of nodal equations of motion which also include non-proportional passive damping.

**85-2482**

**Direct Computation of Optimal Control of Forced Linear System**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 454-458, 6 refs

**KEY WORDS:** Spacecraft, Optimum control theory

The optimal control of a forced linear system may be reduced to that of tracking the system without forces. The solution of the tracking problem is available via the co-state variables method. This procedure is computationally expensive for large order systems. It requires solution of matrix Riccati equation and two final value problems. An alternate approach is outlined for the direct computation of the optimal control. A matrix Volterra integral must be solved. For this purpose two computational schemes are described, and an illustrative example is given.

**85-2483**

**Optimal Structural Modifications to Enhance the Optimal Active Vibration Control of Large Flexible Structures**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 134-142, 4 figs, 11 tables, 13 refs

**KEY WORDS:** Spacecraft, Active vibration control, Structural modification techniques, Optimization

This study provides a method of vibration control of large space structures by simultaneously integrating the structure and control design to reduce the structural response from a disturbance encountered. The formulation of the design scheme is obtained by the structural modification of some nominal finite element model, which is controlled in an optimal fashion by a linear regulator, to increase the active modal damping factor beyond that of the nominal structure. The structural modifications are achieved by using a nonlinear mathematical optimization technique.

**85-2484**

**Use of Piezo-Ceramics as Distributed Actuators in Large Space Structures**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 126-133, 8 figs, 1 table, 8 refs

**KEY WORDS:** Spacecraft, Actuators, Piezoelectricity, Active vibration control

Distributed segmented piezoelectric actuators bonded to an elastic sub-structure in flexure are modelled. A static shear-lag mechanical model for the interface between the piezo-electric and the sub-structure is developed. An example of the integration of the static piezo structure interaction into a simple dynamic model for the beam is given. This model leads to the ability to predict, a priori, the response of the structural member to an excitation voltage applied to the piezo-electric.

85-2485

**Inertial Actuator Design for Maximum Passive and Active Energy Dissipation in Flexible Space Structures**

D.W. Miller, E.F. Crawley, B.A. Ward  
Massachusetts Inst. of Technology, Cambridge, MA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spon. AIAA/-ASME/ASCE/AHS, Part 2, pp 536-544, 10 figs, 3 tables, 8 refs

**KEY WORDS:** Spacecraft, Active vibration control, Vibration absorbers (equipment)

The selection of the passive parameters for passive and active inertial vibration absorbers intended for use in large flexible space structures is investigated. Optimal passive vibration absorbers are designed for one and two DOF structural representations using three parameter optimization techniques: minimum maximum steady-state response; pole placement; and quadratic cost minimization. The three techniques yield nearly identical results.

85-2486

**Sensitivity of Optimized Control Systems to Minor Structural Modifications**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spon. AIAA/-ASME/ASCE/AHS, Part 2, pp 642-650, 6 figs, 7 tables, 8 refs

**KEY WORDS:** Structural modification techniques, Vibration control

A procedure for checking whether small changes in a structure have the potential for significant enhancements of its optimized vibration control system is described. The procedure has been demonstrated for a flexible laboratory structure controlled by several rate-feedback collocated force-actuator velocity-sensor pairs. Significant improvements in the performance of the control system were obtained with small structural modifications.

85-2487

**A Design Technique for Determining Actuator Gains in Spacecraft Vibration Control**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spon. AIAA/-ASME/ASCE/AHS, Part 2, pp 143-151, 7 figs, 2 tables, 9 refs

**KEY WORDS:** Spacecraft, Actuators, Active vibration control, Damping coefficients

A design procedure is described which determines the gains of a diagonal damping matrix to control the vibrations of a flexible structure with application to orbiting spacecraft. The procedure is based on minimizing the energy dissipated by control actuators using nonlinear mathematical programming. A grillage example is used to demonstrate the design process for determining gains for two representative cases. Resulting designs are verified by a finite element analysis of the structure augmented by the control actuators.

85-2488

**Damping Synthesis for Flexible Space Structures Using Combined Experimental and Analytical Models**

M.L. Soni, B.N. Agrawal

Univ. of Dayton Res. Inst., Dayton, OH  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spon. AIAA/-ASME/ASCE/AHS, Part 2, pp 552-558, 2 figs, 3 tables, 5 refs

**KEY WORDS:** Spacecraft, Damping synthesis, Modal synthesis

A procedure is presented for modal and damping synthesis of flexible space structures from subsystem tests and/or analyses. The results of the developed modal and damping synthesis procedure are verified by using a representative flexible space structure including structural joints.

85-2489

**A Comparison of the Craig-Bampton and**



**Residual Flexibility Methods for Component Substructure Representation**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 699-706, 5 figs, 1 table, 6 refs

**KEY WORDS:** Spacecraft, Component mode synthesis

A theoretical and numerical comparison is made between the fixed interface Craig-Bampton method and the free interface methods of MacNeal and Rubin for component substructure representation. The static and dynamic equivalence of the methods is investigated for a restrained substructure. Vector space theory is used to derive a relation which must be satisfied for dynamic equivalence of the Craig-Bampton and Rubin substructure representations.

**85-2490**

**A Cost-Effective Component Modes Analysis for Shuttle Payloads Using a Combination of Frequency Domain and Time Domain Approaches**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 391-403, 9 figs, 1 table, 17 refs

**KEY WORDS:** Space shuttles, Component mode analysis, Modal analysis, Frequency domain method, Time domain method

Rather than using a frequency domain to solve the entire problem, a combination of the time domain and the frequency domain is sought using the frequency domain only for those areas where the time domain is clearly inefficient or uncertain. In the structural analysis of spacecraft launched on a launch vehicle, an intermediate step to arrive at the structural loads in the spacecraft is the determination of the time histo-

ries at the launch vehicle/spacecraft interface (statically determinate or not). The time domain approach is traditionally used to obtain this interface acceleration by merging the launch vehicle and the spacecraft at the modal level. The frequency allows the determination of this new interface acceleration without the need for a new merged system eigenvalue solution and subsequent system modal responses.

**85-2491**

**Effect of Degradation of Material Properties on the Dynamic Response of Large Space Structures**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 545-551, 10 figs, 17 refs

**KEY WORDS:** Spacecraft, Composite materials, Natural frequencies, Mode shapes

The effect of degradation of material properties on structural frequencies and mode shapes of large space structures (LSS) is investigated. The difficulty and cost of maintenance of LSS make it a necessity to design these structures to operate with a certain amount of load-induced damage. This damage is commonly observed in fibrous composite media.

**85-2492**

**Dynamic Analysis of a Deployable Space Structure**

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 43-49, 12 figs, 14 refs

**KEY WORDS:** Spacecraft, Expandable structures, Natural frequencies, Mode shapes

A mathematical model and a corresponding simulation code have been developed for investigating the free vibration and forced response behavior of a deployable space structure. It is demonstrated that accurate results for frequency and mode shape characteristics can be obtained with only a small number of generalized coordinates and thus, appears to be a more computationally efficient algorithm than the finite element method.

**85-2493**

**General Motion of Gyroelastic Vehicles in Terms of Constrained Modes**

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Univ. of Toronto, Downsview, Ontario, Canada

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 384-390, 4 figs, 9 refs

**KEY WORDS:** Spacecraft, Gyroelastic properties, Modal analysis

The dynamical equations for the general motion of gyroelastic vehicles -- vehicles modeled by a continuum of mass, stiffness and gyricity (stored angular momentum) -- are developed. The motion is expanded in terms of the vehicle's corresponding constrained modes. The associated eigenvalue problem reveals a significant departure from the modal behavior of nongyric elastic vehicles.

**85-2494**

**Collaborative Techniques in Modal Analysis**

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Univ. of Illinois, Chicago, IL

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 161-165, 3 figs, 3 tables, 13 refs

**KEY WORDS:** Spacecraft, Modal analysis, Finite segment method

A new hybrid procedure for determining vibration characteristics of large structures is presented. The procedure combines modal analysis techniques with recently developed techniques of finite-segment modelling. The procedure uses experimental results from modal analysis and scaling procedures to set the parameters for the finite segment model of the structure. Kane's equations are then used to obtain the governing equations of motion.

**85-2495**

**Optimization Using Lattice Plate Finite Elements for Feedback Control of Space Structures**

S.E. Lamberson, T.Y. Yang

Purdue Univ., West Lafayette, IN

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 743-750, 13 figs, 10 refs

**KEY WORDS:** Spacecraft, Feedback control, Finite element technique, Optimization

Lattice plate finite elements based on a continuum model of a large plate-like lattice space structure examine the effect of variation of several fundamental structural parameters on the natural frequencies and mode shapes of the structure. Reduced order controller design models are developed using modal cost analysis to rank the modes for each set of structural parameter values.

**85-2496**

**Extension of Ground-Based Testing for Large Space Structures**

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California Inst. of Technology, Pasadena, CA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 477-483, 2 figs, 4 tables, 6 refs

**KEY WORDS:** Spacecraft, Testing techniques, Boundary condition effects

The results of the multiple boundary conditions test approach, which provides a complete ground test of a large structure that will provide, in turn, the data necessary to construct a test-verified final mathematical model, is presented. Theoretical studies indicate that this approach can provide a better final model than a ground test of the full-scale very flexible structure in a 1-g field.

**85-2497**

**Structural Dynamic Model Reduction Using Worst Case Impulse Response Criteria for Large Flexible Space Structures.**

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Howard Univ., Washington, DC  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 262-265, 1 fig, 1 table, 12 refs

**KEY WORDS:** Spacecraft, Impulse response, Multidegree of freedom systems, Reduction methods

A situation is presented in which a structure is subject to a finite impulse in all its degrees of freedom, and the participation of the various modal coordinates in dynamic response are evaluated. The dynamic response under an impulse in every degree of freedom is considered as the worst case and the modal coordinate participation is used as a criteria to eliminate some of the modes from the model. A finite element model of hoop/column antenna is considered as an example to demonstrate the reduction procedure.

**85-2498**

**Comparative Analysis of On-Orbit Dynamic Performance of Several Large Antenna Concepts**

G.C. Andersen, L.B. Garrett, R.E. Calleson  
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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 707-722, 14 figs, 6 tables, 7 refs

**KEY WORDS:** Spacecraft antennas, Vibration control

With the increased accessibility to space, the utilization of space as a viable communication and earth observation medium will further develop. Many of these systems will require large space structures to meet the performance specifications. Along with the distinct advantages these structures bring, complex disadvantages also arise due to the inordinate and inherent flexible nature of the structures. Four antenna concepts -- the box truss, tetrahedral truss, wrap-radial rib, and hoop and column antenna are examined to determine the characteristic and magnitudes of the dynamic response in terms of structural displacements and member loads when subjected to various slew rate maneuvers.

**85-2499**

**Dynamic Characteristics of Statically Determinate Space-Truss Platforms**

M.S. Anderson, N.A. Nimmo

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Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 723-728, 10 figs, 1 table, 6 refs

**KEY WORDS:** Spacecraft antennas, Supports, Natural frequencies, Mode shapes

The geometry of a class of statically determinate platforms is developed and vibration frequencies determined. Such configurations would allow shape control by changing member lengths to be accomplished with small forces. An additional advantage of a statically determinate structure is being free of thermal stress under any temperature distribution. Frequency comparisons between statically determinate and more conventional redundant platforms are presented. Vibration of curved platforms that could be used as antenna concepts is also investigated.

**85-2500**

**System and Structural Dynamic Observations of a Slew Box Truss Antenna**

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Martin Marietta Denver Aerospace, Denver, CO

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 735-742, 11 figs, 5 tables

**KEY WORDS:** Spacecraft antennas, Transient response, Damping effects

A parametric study was performed to define slewing capability of large satellites and associated system changes or subsystem complexity impacts. The satellite configuration and structural arrangement from the earth observation spacecraft study was used as the baseline spacecraft. Varying slew rates, settling times, damping, maneuver frequencies, and attitude hold times provided the data required for application to a wide range of potential missions.

#### 85-2501

##### **Dynamics and Control of a Large Deployable Reflector**

G.J. Balas, R. Shepherd  
California Inst. of Technology  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 729-734, 7 figs, 2 tables, 3 refs

**KEY WORDS:** Spacecraft antennas, Modal damping

The problem of passively controlling structural deformations in a large deployable reflector by adding damping to the system is reviewed. The results of modeling a large deployable reflector with PATRAN-G and analyzing it with EASE2 and MSC/NASTRAN finite element codes are reported. The first ten asymmetric and symmetric mode shapes and natural frequencies are determined.

## BIOLOGICAL SYSTEMS

### HUMAN

#### 85-2502

##### **A New Ride Quality Meter**

J.J. Wood, J.D. Leatherwood  
Wyle Labs.

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Soc. of Automotive Engrs., Warrendale, PA, pp 177-183, 10 figs, 13 refs

**KEY WORDS:** Vibration measurement, Noise measurement, Ride dynamics, Human response

An overview of the development of a NASA ride comfort model is presented. A new instrument is described, the ride quality meter, which incorporates the NASA-developed model to characterize ride comfort based upon measurement of vehicle interior noise and vibration. The meter is a portable unit which provides real-time estimates of passenger ride comfort during actual vehicle operations. It provides the first known capability to directly sum the effects of noise and vibration into a single objective comfort index.

#### 85-2503

##### **Some Aspects of Motorcycle Noise and Annoyance**

P.M. Nelson  
Transport and Road Res. Lab.  
Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Soc. of Automotive Engrs., Warrendale, PA, pp 185-194, 11 figs, 16 refs

**KEY WORDS:** Motorcycles, Traffic noise, Human response

Results of studies carried out at the TRRL on motorcycle noise and annoyance is presented. It is found that motorcycle noise is a disturbing element of traffic noise but, at present, their numbers are too low to affect measured overall traffic noise levels.

85-2504

**Statistical Methods for Evaluating Truck Ride Quality Measures**

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Kenworth Truck Co.

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Soc. of Automotive Engineers, Warrendale, PA, pp 213-220, 12 figs, 9 refs

**KEY WORDS:** Trucks, Ride dynamics, Human response

Statistical methods were applied to subjective and objective ride measures used for class 8 cab-over-engine trucks. The probability of incorrectly choosing one objective ride measure over another based on its correlation coefficient with jury ratings was investigated using Monte Carlo simulation. An estimate of the standard deviation of objective ride measure error as a function of correlation coefficient was also developed.

85-2505

**The Correlation of Objective Ride Measures to Subjective Jury Evaluations of Class 8 COE Vehicles**

T.H. Norsworthy

Kenworth Truck Co.

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Soc. of Automotive Engineers, Warrendale, PA, pp 203-212, 18 figs, 9 refs

**KEY WORDS:** Trucks, Ride dynamics, Human response

Fifty-six ride tests of class 8 COE vehicles were conducted. Linear correlation was investigated between subjective jury ratings and each of 12 objective ride measures that were calculated from vertical and longitudinal cab acceleration measurements. Ninety-five percent confidence bandwidths and correlation coefficients were used to compare the correlation of each ride measure to the jury ratings.

85-2506

**Experimental Determination of the Smallest**

**Perceivable Changes in Octave Bands of Automobile Interior Noise**

J. Bavonese, G.L. Gibian

General Motors Res. Labs., Warren, MI

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Soc. of Automotive Engineers, Warrendale, PA, pp 169-175, 9 figs, 5 refs

**KEY WORDS:** Automobiles, Interior noise, Human response

Human response to spectral changes in automobile interior noise, which characteristically has strong low-frequency content and much less high-frequency content, is investigated.

## MECHANICAL COMPONENTS

### ABSORBERS AND ISOLATORS

85-2507

**A Method of Analysis for Unidirectional Vibration Isolators with Many Degrees of Freedom**

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The Univ. of Patras, Patras, Greece

J. Sound Vib., 98 (1), pp 13-23 (Jan 8, 1985), 6 figs, 1 table, 4 refs

**KEY WORDS:** Vibration isolators, Viscoelastic properties

An analytical procedure for the evaluation of transmissibility of an n-degree-of-freedom viscoelastic antivibration mounting is developed. The method is based on a model consisting of a number of equal masses connected with viscoelastic resilient elements with known properties. The latter can be expressed analytically through suitable rheological models or determined experimentally.

85-2508

**Optimum Design of Dynamic Absorber for a**

**Random-Excited Machine Mounted on a Platelike Structure Foundation**

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National Cheng Kung Univ., Tainan, Taiwan, Rep. of China  
Ind. J. Mech. Sci., 22 (5), pp 335-344 (1985), 6 figs, 12 refs

**KEY WORDS:** Dynamic absorbers, Machinery, Random excitation, Optimum design

The optimum design of a dynamic absorber for a machine mounted on a floor system is presented. The floor is considered to be a platelike structure. The transfer function is derived in closed form. Based on the band-limited white-noise excitation, the optimum tuning and damping ratios of the absorber are determined by minimizing the variance of response of the machine. Since the variance cannot be calculated directly by integrating the transfer function over the band-limited frequency range, the steepest descent method is used for determining these optimum parameters by iteration. The same procedure can be extended to deal with the cases of other multi degrees-of-freedom systems.

**85-2509**

**Understanding Hydraulic Mounts for Improved Vehicle Noise, Vibration and Ride Qualities**

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Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Soc. of Automotive Engineers, Warrendale, PA, pp 123-132, 9 figs

**KEY WORDS:** Engine mounts, Hydraulic systems, Ground vehicles, Vibration control, Noise reduction

It is now apparent that properly applied hydraulic mounts can significantly alter the perceived performance of current production automobiles. Benefits such as reduced interior noise and vibration levels, and improved ride, especially on moderate to rough roads, are now attainable. Such improvements require the careful design and application of hydraulic powertrain mounts, utilizing a variety of hydraulic design op-

tions, some or all of which may be appropriate to the specific vehicle application under consideration.

**85-2510**

**An Analysis and Application of a Decoupled Engine Mount System for Idle Isolation**

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Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Soc. of Automotive Engineers, Warrendale, PA, pp 133-142, 14 figs, 3 refs

**KEY WORDS:** Engine mounts, Vibration control

The issue of front wheel drive engine idle isolation is addressed. Criteria for design is established and an analysis of an application is presented. The approach was to model the powertrain and engine mounts as a 6 DOF lumped parameter system and decouple the five highest frequency rigid body modes from the direction of the idle torque pulses (crankshaft rotation direction).

**85-2511**

**Desirable Structural Features for the Design of Front and Rear Underrun Bumpers for Heavy Goods Vehicles**

S. Penoyre, B.S. Riley, M. Page  
Transport and Road Res. Lab., Crowthorne, Berkshire, UK  
Vehicle Structures, Intl. Conf., Institution of Mech.E., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 139-145, 3 figs, 6 refs

**KEY WORDS:** Bumpers, Trucks

A review of accident situations requiring underrun bumpers is presented and the effects of car masses and structural strengths on the design of bumpers is considered. Design features discussed include: height above ground, strength to withstand full, partial offset and angled impacts, travel and force/deflection characteristics of energy absorbing bumpers and soft bumper faces to reduced pedestrian injuries.

## TIRES AND WHEELS

85-2512

### The Noise of Cross Groove Tire Tread Pattern Elements

L.J. Oswald, A. Arambages  
General Motors Res. Labs., Warren, MI  
Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Soc. of Automotive Engineers, Warrendale, PA, pp 231-255, 17 figs, 9 refs

**KEY WORDS:** Tires, Trucks, Noise generation

This report deals specifically with the noise mechanisms of cross groove type tread elements, which includes both individual cross groove and cross lug elements. The parameters investigated include groove depth, angle of the groove relative to the sidewall, groove shape, and spacing between grooves.

85-2513

### A Dynamic Tire/Soil Contact Surface Interaction Model for Aircraft Ground Operations

W.S. Pi  
Northrop Corp., Hawthorne, CA  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 321-329, 7 figs, 2 tables, 6 refs

**KEY WORDS:** Aircraft tires, Soil tire interaction

A dynamic tire/soil contact surface interaction model for aircraft ground operations is described. The formulation uses a finite element kernel function approach. It is based on the concept of the quasi-steady motion of a tired-wheel rolling at a constant speed on a linear viscoelastic layer (soil). Numerical examples were given to correlate the experimental results from a high flotation test program.

## BLADES

85-2514

### Holographic Measurements and Theoretical Predictions of the Unsteady Flow in a Transonic Annular Cascade

M.R.D. Davies, P.J. Bryanston-Cross  
Univ. of Cambridge, Cambridge, UK  
J. Engrg. Gas Turbines Power, Trans. ASME, 107 (2), pp 450-457 (Apr 1985), 18 figs, 15 refs

**KEY WORDS:** Fan blades, Cascades, Holographic techniques

A series of measurements have been made on a transonic annular cascade. The cascade which represents the tip section of a compressor fan blade has an inlet Mach number of 1.18. By the use of external vibrators it is possible to vibrate the blades independently in torsion simulating different interblade phase angles to gain an understanding of shock movement and blade loading. The results presented are made over interblade phase angles of 180 and 135 deg at a blade frequency parameter of 0.1, based on chord.

85-2515

### Optimization and Mechanisms of Mistuning in Cascades

E.F. Crawley, K.C. Hall  
Massachusetts Inst. of Technology, Cambridge, MA  
J. Engrg. Gas Turbines Power, Trans. ASME, 107 (2), pp 418-426 (Apr 1985), 13 figs, 1 table, 19 refs

**KEY WORDS:** Fan blades, Cascades, Tuning

An inverse design procedure has been developed for the optimum mistuning of a high bypass ratio shroudless fan. The fan is modeled as a cascade of blades, each with a single torsional degree of freedom. Linearized supersonic aerodynamic theory is used to compute the unsteady aerodynamic forces in the influence coefficient form at a typical blade section. The mistuning pattern is then numerically optimized using the method of nonlinear programming via

augmented Lagrangians. The objective of the mistuning is to achieve a specified increase in aeroelastic stability margin with a minimum amount of mistuning.

**85-2516**

**Flutter of Swept Fan Blades**

R.E. Kielb, K.R.V. Kaza

NASA Lewis Res. Ctr., Cleveland, OH

J. Engrg. Gas Turbines Power, Trans. ASME, 107 (2), pp 394-398 (Apr 1985), 9 figs, 1 table, 14 refs

**KEY WORDS:** Fan blades, Flutter, Geometric effects, Aerodynamic loads,

The effect of sweep on fan blade flutter is studied by applying the analytical methods developed for aeroelastic analysis of advanced turboprops. Two methods are used. The first method utilizes an approximate structural model in which the blade is represented by a swept, nonuniform beam. The second method utilizes a finite element technique to conduct modal flutter analysis.

**85-2517**

**Some Recent Advances in the Understanding and Prediction of Turbomachine Subsonic Stall Flutter**

R.M. Chi, A.V. Srinivasan

United Technologies Res. Ctr., East Hartford, CT

J. Engrg. Gas Turbines Power, Trans. ASME, 107 (2), pp 408-417 (Apr 1985), 16 figs, 24 refs

**KEY WORDS:** Rotor blades, Flutter

Some recent advances in the understanding and prediction of subsonic flutter of jet engine fan rotor blades are reviewed. A particular shrouded fan of advanced design is examined in the detailed technical discussion.

**85-2518**

**Propeller Aerodynamic Performance by Vortex-Lattice Method**

M. Kobayakawa, H. Onuma

Kyoto Univ., Kyoto, Japan

J. Aircraft, 22 (8), pp 649-654 (Aug 1985), 11 figs, 24 refs

**KEY WORDS:** Propeller blades, Aerodynamic loads

It is inappropriate to apply classical propeller theories to design an advanced turboprop (ATP). The vortex-lattice method is applied to rotating blades. Other properties characteristics of an ATP; i.e., effect of displacement velocities, interference effect between blades, and effect of flow deflection by a spinner and nacelle, are introduced into the calculations. Powers, thrusts, and efficiencies of two kinds of ATP, SR-1 and SR-3, are obtained and compared with experimental values.

**85-2519**

**Application of the Finite-State Arbitrary-Motion Aerodynamics to Rotor Blade Aeroelastic Response and Stability in Hover and Forward Flight**

M.A.H. Dinyavari, P.P. Friedmann

Univ. of California, Los Angeles, CA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 522-535, 16 figs, 16 refs

**KEY WORDS:** Helicopters, Propeller blades, Aerodynamic loads

The influence of finite-state arbitrary-motion time-domain aerodynamics on rotor blade aeroelastic stability in hover and forward flight is illustrated. The essential ingredients of the generalized Greenberg type time-domain unsteady aerodynamics are presented and incorporated in a coupled nonlinear flap-lag analysis. Aeroelastic stability boundaries for both hover and forward flight are obtained using both arbitrary-motion time-domain aerodynamics and quasisteady aerodynamics.

**85-2520**

**Effects of Mistuning on the Forced Vibration of Bladed Disks in Subsonic Flow**



P.W. Whaley, J.C. MacBain  
Univ. of Nebraska  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 490-499, 16 figs, 1 table, 12 refs

**KEY WORDS:** Bladed disks, Tuning, Forced vibrations

Forced vibration as a function of mistuning is investigated for aeroelastic coupling and subsonic flow. Under certain aerodynamic conditions and for certain engine orders and mistuning, the forced vibration has been demonstrated to increase by more than an order of magnitude.

## BEARINGS

85-2521

**An Influence of Fluid Inertia Forces on the Dynamic Characteristics of Tilting-pad Journal Bearings in Turbulent Flow**  
H. Hashimoto, S. Wada, S. Yamamoto  
Tokai Univ., Hiratsuka-shi, Kanagawa, Japan  
Bull. JSME, 28 (239), pp 919-923 (May 1985), 7 figs, 4 refs

**KEY WORDS:** Journal bearings, Tilt pad bearings, Fluid inertia forces, Turbulence

An influence of fluid inertia forces on the dynamic characteristics of tilting-pad journal bearings in turbulent flow is investigated theoretically. Applying the generalized turbulent lubrication equation with inertia effects to the centrally pivoted 2-pads journal bearings, the dynamic oil film forces are obtained.

85-2522

**A Refined Numerical Solution for the Hydrodynamic Lubrication of Finite Porous Journal Bearings**  
B.R. Reason, A.H. Siew  
Cranfield Inst. of Technology, Cranfield, Bedford, UK

IMEchE, Proc., 199 (C2), pp 85-93 (1985), 8 figs, 7 refs

**KEY WORDS:** Journal bearings, Hydrodynamic lubrication

A refined numerical solution for the hydrodynamic performance of finite porous journal bearings is presented. The solution takes into account the curvature of the bearing wall, interfacial slip of the fluid across the pore mouths, and employs the Reynolds boundary conditions at the oil film extremities.

85-2523

**On the Radial Vibration of Ball Bearings (Computer Simulation)**  
S. Fukata, E.H. Gad, T. Kondou, T. Ayabe  
Kyushu Univ., 6-10-1 Hakozaki, Higashi-ku, Fukuoka-shi, Japan  
Bull. JSME, 28 (239), pp 899-904 (May 1985), 8 figs, 2 tables, 7 refs

**KEY WORDS:** Ball bearings, Radial vibrations, Computerized simulation

Computer simulation is used to analyze the radial vibration of ball bearings in order to overcome the experimental and theoretical difficulties: the experimental difficulties are due to the complicated interaction of the dominant factors while the theoretical difficulties are due to the nonlinear spring behavior and time-dependent excitation of ball bearings.

## BELTS

85-2524

**Design of Belt-Tensioner Systems for Dynamic Stability**  
A.G. Ulsoy, J.E. Whitesell, M.D. Hooven  
Univ. of Michigan, Ann Arbor, MI  
J. Vib., Acoust., Stress Rel. Des., Trans. ASME, 107 (3), pp 282-290 (July 1985), 14 figs, 1 table, 15 refs

**KEY WORDS:** Belt drives, Dynamic stability

Several potential instability mechanisms for belt-tensioner systems are described and a

design methodology is presented to ensure good dynamic performance of such systems. A mathematical model of the belt-tensioner system, and numerical solution methods, are utilized to develop a computer-aided design procedure. Numerical results, and confirming experimental data, are presented for a particular automotive belt-tensioner system.

## FASTENERS

85-2525

### **An Assessment of the Impact Performance of Bonded Joints for Use in High Energy Absorbing Structures**

J.A. Harris, R.D. Adams  
Univ. of Bristol, UK

IMEchE, Proc. 122 (C2), pp 121-131 (1985), 15 figs, 2 tables, 8 refs

**KEY WORDS:** Joints, Bonded structures, Energy absorption

Using an instrumented impact test, the strength and energy absorption of bonded single lap joints have been measured for single lap joints with four epoxy adhesives and three aluminium alloy adherends. The effect of loading rate on bonded joint strength has been analyzed using a nonlinear finite element method, from which predictions of joint strength in keeping with the experimental results have been obtained. Crush tests carried out on open-ended cylinders have been used to simulate the impact behavior of an energy absorbing structure.

85-2526

### **A Design Method for Reducing the Effects of Clearances at Revolute Joints**

J.K. Shin, B.M. Kwak  
Korea Advanced Inst. of Science and Technology, Seoul, Korea  
IMEchE, Proc., 122 (C2), pp 153-158 (1985), 8 figs, 9 refs

**KEY WORDS:** Mechanisms, Joints, Clearance effects, Design Techniques

A method for designing a mechanism which is free of contact loss in clearance connections is developed. Only revolute joints are considered as possible clearance joints. This general theory was applied to a slider crank mechanism and it is shown that designing a perfect joint is theoretically possible through balancing by a nonlinear spring. This technique gives a practical guide for balancing a mechanism with linear springs to reduce the possibility of contact loss in clearance joints.

85-2527

### **Joint Deformations and Stresses of Commercial Vehicle Frame Under Torsion**

H.J. Beermann  
Technical Univ. of Braunschweig, W. Germany  
Vehicle Structures, Intl. Conf. Institution of Mech.E, London, Conf. Pub. 1984-7, SAE-MEP 200, pp 171-180, 8 figs, 1 table, 10 refs

**KEY WORDS:** Joint stiffness, Cargo vehicles, Nonlinear theories

The flexibility of joints in commercial vehicle frames is shown; this is considered in frame analysis. Special problems arising in stress calculation are demonstrated. Nonlinear behavior is essential to dynamic analysis.

85-2528

### **Stochastic Crack Propagation in Fastener Holes**

J.N. Yang, S.D. Manning, J.L. Rudd, W.H. Hsi  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 1, pp 225-233, 15 figs, 1 table, 26 refs

**KEY WORDS:** Fasteners, Fatigue life, Crack propagation

A simple crack growth rate-based stochastic model for fatigue crack propagation in fastener holes under spectrum loadings is

investigated. With available fractographic data in the very small crack size region, i.e., 0.004 to 0.07 inches, the model was demonstrated to be very good. Laboratory tests were conducted using wide fastener hole specimens to obtain fractographic data covering the small and large crack size regions in both laboratory air and a corrosive environment.

## LINKAGES

85-2529

**An Experimental Investigation into the Dynamic Behaviour of Revolute Joints with Varying Degrees of Clearance**

R.S. Haines

NEI Reyrolle Power Switchgear, Hebburn, Tyne & Wear, NE31 1 UP, UK  
Mech. Mach. Theory, 20 (3), pp 221-231 (1985), 9 figs, 1 table, 18 refs

**KEY WORDS:** Joints, Linkages, Clearance effects, Experimental data

Under static loads, the deflections associated with contact elasticity in a dry journal bearing were found to be much greater and less linear than predicted. Under a suddenly reversed uniaxial load, the air film was found to cause a dramatic change of behavior at reduced clearances. Under a load variation representative of that at a linkage mechanism joint, the behavior with the greatest clearance gave some support to an approximate theory published by the author.

## VALVES

85-2530

**Noise and Vibration Induced by Throttling of High Pressure Compressible Fluid (Part 1 - Characteristics of Noise and Vibration Generated by Cage-guided Control Valve)**

R. Okutsu, E. Outa, S. Kuramochi, T. Machiyama

Waseda Univ., Okubo 3-4-1, Shinjuku, Tokyo, Japan  
Bull. JSME, 28 (239), pp 837-845 (May 1985), 20 figs, 1 table, 16 refs

**KEY WORDS:** Valves, Fluid-induced excitation

Features of noise and vibration generated by a cage-guided control valve are discussed. In this type of valve, kinetic energy of the throttled jets is dissipated by mutual collision of the jets themselves. The pressure reduction process is made considerably smooth, and the noise level becomes lower than that of a freely expanding jet.

## STRUCTURAL COMPONENTS

### CABLES

85-2531

**Karman Vortex Shedding, Friend or Foe of the Structural Dynamicist?**

L.E. Ericsson

Lockheed Missiles & Space Co., Inc., Sunnyvale, CA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 238-250, 20 figs, 26 refs

**KEY WORDS:** Cables, Vortex shedding, Galloping

An analysis including the coupling between Karman vortex shedding and body motion has been performed for rectangular cross-sections. The analysis shows how the Karman vortex shedding can eliminate the large amplitude response for the so called galloping cable over large reduced velocity regions.

85-2532

**The Phenomenon of Damping in Stranded Cables**

I. Pivovarov, O.G. Vinogradov  
Univ. of Calgary, Calgary, Alberta, Canada  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 232-237, 4 figs, 2 tables, 6 refs

**KEY WORDS:** Cables, Damping coefficients, Hysteretic damping

Hysteretic loops and frequency response curves of a cantilever cable having a concentrated mass at the free end are investigated experimentally and modeled mathematically. Experimental observations show that hysteretic loops are frequency and amplitude dependent. To describe different damping mechanisms two nonlinear mathematical models are postulated: the first model takes into account the nonlinear stiffness and viscous and Coulomb type of damping, the second model, in addition to viscous damping, includes the Davidenkov's description of a hysteretic loop with sharp edges. These two models describe hysteretic loops with different shapes.

## BEAMS

85-2533

### Impact of a Prestressed Beam

D.P. Thambiratnam  
National Univ. of Singapore, Kent Ridge, Singapore 0511  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 363-368, 3 figs, 2 tables, 9 refs

**KEY WORDS:** Beams, Prestressed structures, Transient response, Wavefront expansion method

The response of a prestressed beam subjected to an end impact is treated using the method of wavefront expansion. The impact can be prescribed in the form of stress, strain, velocity or acceleration boundary conditions. The Timoshenko equations, modified to include the initial

stress, are used to model the beam. The analysis is based on the concept of a wave as a carrier of discontinuities in the field variables and their derivatives.

85-2534

### Optimal Design of a Vibrating Beam with Coupled Bending and Torsion

S. Hanagud, C.V. Smith, Jr., A. Chattopadhyay  
Georgia Inst. of Technology, Atlanta, GA  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 1, pp 780-792, 7 figs, 24 refs

**KEY WORDS:** Beams, Coupled response, Flexural vibration, Torsional vibration, Fundamental frequencies

The problem of maximizing the fundamental frequency of a thin walled beam with coupled bending and torsional modes is studied. An optimality criterion approach is used to locate stationary values of an appropriate objective function subject to constraints. Optimal designs with and without coupling are discussed.

85-2535

### Vibrations of a Beam and a Moving Load with Sprung and Unsprung Masses

M. Yoshizawa, T. Takizawa, Y. Tsujioka  
Keio Univ. 3-14-1 Hiyoshi, Kohoku-ku, Yokohama, Japan  
Bull. JSME, 28 (239), pp 911-918 (May 1985), 10 figs 8 refs

**KEY WORDS:** Beams, Moving loads

This paper deals with the vibration of a simple beam under the action of a moving load, the two masses connected with a linear spring. It is shown that the vibration of this system consists of two modes, each of which has a time-dependent natural frequency. Using the above analytical result, the lateral vibration of the beam and the vertical oscillation of the sprung mass are shown for different ratios between the

natural frequencies of the moving load and the beam.

**85-2536**

**Free Vibrations of Thin-Walled Pretwisted Beams under Axial Loadings (1st Report, Governing Equations of Motion)**

T. Tsuiji

Nagasaki Univ., Nagasaki, Japan

Bull. JSME, **28** (239), pp 894-898 (May 1985), 5 figs, 7 refs

**KEY WORDS:** Beams, Initial deformation effects, Coupled response, Torsional vibrations, Longitudinal vibrations

The derivation of the equations governing the response of a thin-walled pretwisted beam under axial loadings is presented. The equations of motion, taking into account the coupling effects of torsional and longitudinal vibrations and deformations due to axial loading, are derived. Frequency parameters of the coupled torsional and longitudinal vibrations for pretwisted cantilever beams of thin rectangular cross-section are obtained under axial tensile forces.

**85-2537**

**Penalty Finite Element Models for Non-linear Dynamic Analysis**

A.K. Noor, J.M. Peters

NASA Langley Res. Ctr., Hampton, VA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 369-378, 10 figs, 2 tables, 18 refs

**KEY WORDS:** Curved beams, Finite element technique

A simple penalty finite element formulation is presented for the large-rotation dynamic analysis of curved beams. The analytical formulation is based on a form of Reissner's large-deformation theory with the effects of transverse shear deformation and the extensibility of the centerline constrained through the use of the penalty method. Reduced integration is used in

evaluating the elemental stiffness arrays and the temporal integration is performed by using Newmark's method. Numerical results are presented to demonstrate the effectiveness of the finite elements developed.

**85-2538**

**An Improved Finite Difference Analysis of Uncoupled Vibrations of Cantilevered Beams**

K.B. Subrahmanyam, A.W. Leissa

Ohio State Univ., Columbus, OH

J. Sound Vib., **98** (1), pp 1-11 (Jan 8, 1985), 3 tables, 11 refs

**KEY WORDS:** Cantilever beams, Natural frequencies, Mode shapes, Finite difference technique

Natural frequencies and mode shapes of uniform cantilever beams are obtained with use of the first and second order central difference schemes. It is observed that the improved finite difference scheme with second order central differences produces the natural frequencies and characteristic functions, with a rapid convergence as compared to the conventional approach of using the first order central differences. The present approach facilitates a direct determination of the dynamic characteristics of beams without any necessity of extrapolations of the results or application of iterative procedures for improving the accuracy.

**MEMBRANES, FILMS, AND WEBS**

**85-2539**

**Impact of Spherical Membranes Partially Filled with Water and Air**

C.W. Bert, D.R. Bert

The Univ. of Oklahoma, Norman, OK

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 357-362, 4 figs, 3 tables, 10 refs

**KEY WORDS:** Membranes, Fluid-filled containers, Impact response

Experimental results on three series of impact experiments on flexible spherical membranes (soccer balls) are presented. Some appropriate simple analyses are also presented.

## PANELS

85-2540

### Modal Response and Noise Transmission of Composite Panels

F.W. Grosveld, V.L. Metcalf

The Bionetics Corp., Hampton, VA  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/ASME/ASCE/AHS, Part 2, pp 617-627, 15 figs, 5 tables, 20 refs

**KEY WORDS:** Panels, Fiber composites, Noise transmission, Modal analysis

Noise transmission through flat, rectangular, fiber reinforced composite panels has been investigated analytically and experimentally. Utilizing modal decomposition, theoretical solutions of the governing differential equation of motion were obtained for a specially orthotropic composite panel. Experimental modal analysis was performed to extract the modal frequencies and damping of several composite panels. These modal parameters then were used to predict the field-incidence transmission loss.

85-2541

### The Measurement of Acoustic Properties of Limited Size Panels by Use of a Parametric Source

V.F. Humphrey

Univ. of Bath, Bath BA2 7AY, UK  
J. Sound Vib., 98 (1), pp 67-81 (Jan 8, 1985), 15 figs, 16 refs

**KEY WORDS:** Panels, Submerged structures, Acoustic properties

A method of measuring the acoustic properties of limited size panels immersed in

water, with a truncated parametric array used as the acoustic source, is described. The insertion loss and reflection loss of thin metallic panels, typically 0-45 m square, were measured at normal incidence by using this technique. Results were obtained for a wide range of frequencies (10 to 100 kHz) and were found to be in good agreement with the theoretical predictions for plane waves.

## PLATES

85-2542

### Effects of Transverse Shearing on Cylindrical Bending, Vibration, and Buckling of Laminated Plates

M. Stein, D.C. Jegley

NASA Langley Research Ctr., Hampton, VA  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, FL, spons. AIAA/ASME/ASCE/AHS, Part 1, pp 505-515, 10 figs, 11 refs

**KEY WORDS:** Plates, Beams, Transverse shear deformation effects, Layered materials

The displacements for cylindrical bending and stretching of laminated and thick plates are expressed through-the-thickness by a few algebraic terms and a complete set of trigonometric terms. Only a few terms of this series are needed to get sufficiently accurate results for laminated and thick plates. Equations of equilibrium based on a sufficient number of terms of this series for displacements are determined using variational theorems from three-dimensional elasticity.

85-2543

### Optimal Design of Stiffened Laminated Composite Plates with Frequency Constraints

L.C. Mesquita, M.P. Kamat

Virginia Polytechnic Inst. and State Univ., Blacksburg, VA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 1, pp 825-833, 2 figs, 4 tables, 10 refs

**KEY WORDS:** Plates, Layered materials, Fundamental frequencies

The authors consider the problem of maximization of the fundamental frequency of a stiffened laminated composite plate of a given configuration subject to an upper bound on its total weight, and to the requirement that the first few frequencies be separated from the first frequency by prescribed ratios.

**85-2544**

**The Vibration Analysis of Carbon Fibre - Glass Fibre Sandwich Hybrid Composite Plates**

D.X. Lin, R.G. Ni, R.D. Adams  
Shaanxi Inst. of Mechanical Engrg. Xian, China

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 120-125, 1 fig, 4 tables, 5 refs

**KEY WORDS:** Plates, Composite materials, Finite element technique, Damping coefficients

A finite element technique using a damped element and allowing for shear deformation is used for the prediction of the vibrational characteristics of hybrid carbon/glass fiber-reinforced plastics composite plates. The theory is briefly presented and assessed by comparing with experimental results on natural frequencies, mode shapes and damping values.

**85-2545**

**Multiple Mode Nonlinear Dynamic Analysis of Composite Moderately Thick Elliptical Plates**

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Clarkson Univ., Potsdam, NY 13676

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 201-207, 4 figs, 3 tables, 12 refs

**KEY WORDS:** Plates, Flexural vibration, Transverse shear deformation effects, Rotatory inertia effects

A theoretical investigation of large amplitude flexural vibration of clamped, moderately thick composite elliptical plates is carried out. Von Karman-type field equations which are given in terms of the three displacement components of the plate are used. Included in these field equations are the effects of transverse shear deformation and rotatory inertia such that they can readily be used for moderately thick plates of any plate geometry. Solutions to these governing equations are obtained by using a multiple-mode approach and employing Galerkin's method and the numerical Runge-Kutta procedure.

**85-2546**

**Moving Harmonic Load on a Prestressed Thick Strip Plate**

S. Chonan, S. Sugawara  
Tohoku Univ., Sendai, Japan  
J. Vib., Acoust., Stress, Rel. Des., Trans. ASME, 107 (3), pp 291-295 (July 1985), 7 figs, 12 refs

**KEY WORDS:** Plates, Moving loads, Harmonic excitation, Rotatory inertia effects, Transverse shear deformation effects

The steady-state response of an initially stressed, thick strip plate subjected to a sinusoidally oscillating moving line load is studied. The problem is studied on the basis of a thick plate theory which takes into account the effect of the second-order increments of the normal stresses as well as the effect of rotatory inertia and shear deformations. Critical speed for which a resonance effect occurs in the system is obtained.

**85-2547**

**Aero/Hydrodynamic Stability of Elastically**

**Supported Plates in Narrow Channels with Upstream Barriers Preventing Flow Redistribution**

W.D. Mark

Bolt Beranek and Newman, Inc., Cambridge, MA

J. Vib., Acoust., Stress Rel. Des., Trans. ASME, 107 (3), pp 319-328 (July 1985), 7 figs, 22 refs

**KEY WORDS:** Plates, Elastic supports, Fluid induced excitation

The dynamic stability of an elastically supported finite rigid plate centered in a straight narrow channel with incompressible flow on both sides of the plate and an upstream barrier preventing flow redistribution is analyzed. An integral equation for the pressure in a narrow channel having arbitrary small time-dependent boundary displacements is formulated and solved for the pressure distribution in terms of the boundary motion. The resulting expression for the time-dependent pressure distribution is combined with the plate differential equations of motion to yield the homogeneous equations of motion of the plate-fluid autonomous system.

**85-2548**

**Free Vibration of Polar-Orthotropic Sector Plates Resting on Point Supports**

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J. Vib., Acoust., Stress Rel. Des., Trans. ASME, 107 (3), pp 334-338 (July 1985), 5 figs, 3 tables, 16 refs

**KEY WORDS:** Plates, Ritz method

An accurate Ritz solution for the free vibration of point-supported annular sector plates of polar orthotropy is presented. A double power series function is used to represent deflection of the plate, with Lagrange multipliers to impose the constraint conditions. To establish accuracy of the approach, the frequency parameters of sector plate with some supporting points distributed along the boundary are compared to those of a uniformly simply supported plate.

**85-2549**

**Free Vibration of Stiffened Rectangular Plates Using Green's Functions and Integral Equations**

J.W. Nicholson

Univ. of Illinois, Urbana-Champaign, IL Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 184-191, 8 figs, 1 table, 16 refs

**KEY WORDS:** Rectangular plates, Green function, Fredholm equation, Natural frequencies, Mode shapes

A new method for the free vibration analysis of stiffened rectangular plates based on the use of Green's functions and the solution of a system of Fredholm integral equations of the second kind is demonstrated. The lateral forces of constraint and the twisting moments of constraint between the plate and beam-stiffeners is accounted for. For plates with simply supported edges perpendicular to the stiffeners the integral equations are solved exactly to yield the characteristic equations for the natural frequencies.

**85-2550**

**Finite Element Nonlinear Forced Vibration Analysis of Symmetrically Laminated Composite Rectangular Plates**

Chuh Mei, C.K. Chiang

Old Dominion Univ., Norfolk, VA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 208-218, 3 figs, 5 tables, 18 refs

**KEY WORDS:** Rectangular plates, Layered materials, Forced vibration, Finite element technique

A finite element formulation is presented for determining the large amplitude, steady-state, forced vibrational response of symmetrically laminated composite rectangular thin plates. Nonlinear stiffness and harmonic force matrices of a rectangular symmetrically laminated composite plate element are developed for nonlinear forced



vibration analysis. Inplane deformation and inertia are both included in the formulation.

**85-2551**

**Linear and Nonlinear Vibrations Caused by Periodic Impulses**

E. Suhir

AT&T Bell Labs., Murray Hill, NJ  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 224-231, 5 figs, 10 refs

**KEY WORDS:** Rectangular plates, Transient vibrations, Periodic vibrations, Period excitation

Linear and nonlinear steady-state and transient vibrations caused by periodic impulses are discussed. Deterministic and probabilistic approaches are examined, and the case of the dynamic response of an elongated rectangular plate is used to illustrate the two techniques.

**85-2552**

**Analysis of Vibrating Orthotropic Rectangular Plates by a Modified Rayleigh-Ritz Method**

P.A.A. Laura, J.P. Viazzi  
Inst. of Applied Mechanics, Puerto Belgrano Naval Base, 8111 Argentina  
Ocean Engrg., 12 (1), pp 17-24 (1985), 4 figs, 2 tables, 4 refs

**KEY WORDS:** Rectangular plates, Orthotropism, Rayleigh-Ritz method

The title problem is solved in the case where the plate is clamped along two adjacent edges while the remaining are free. A mass is rigidly attached to the plate. The value of the fundamental frequency coefficient is conveniently minimized by means of Schmidt's approach. The methodology presented herewith can be extended without formal difficulties to other vibrating systems.

**85-2553**

**The Natural Frequencies of In-Plane Stressed Rectangular Plates**

S. Ilanko, S.C. Tillman

Univ. of Manchester, Manchester, UK

J. Sound Vib., 98 (1), pp 25-34 (Jan 8, 1985), 7 figs, 4 tables, 17 refs

**KEY WORDS:** Rectangular plates, Natural frequencies, Finite difference technique, Computer programs

The stress distributions in some practical in-plane loaded plates have been obtained either directly via strain gauges or indirectly from the measurement of transverse deflections or initial imperfection profiles. These stress distributions have been incorporated into a purpose-written finite difference computer program set up to evaluate the natural frequencies of the plates. A comparison has been made between these frequencies and those measured directly in the laboratory.

**85-2554**

**Finite Element Method for Nonlinear Forced Vibrations of Circular Plates**

K. Decha-Umphai

Old Dominion Univ., Norfolk, VA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 192-200, 9 figs, 4 tables, 13 refs

**KEY WORDS:** Circular plates, Finite element technique, Nonlinear theories

Geometric nonlinearities for large amplitude free and forced vibrations of circular plates are investigated. Inplane displacement and inertia are included in the formation. The finite element method is used. Harmonic force matrix for nonlinear forced vibration analysis is introduced and derived. Various out-of-plane and inplane boundary conditions are considered. The relations of amplitude - frequency ratio for different boundary conditions and various loads conditions are presented.

85-2555

**Experimental Study of Free Vibration of Circular Plates with a Straight Eccentric Narrow Slit**

K. Maruyama, O. Ichinomiya  
Hokkaido Inst. of Technology, Hokkaido,  
061-24, Japan  
Bull. JSME, 28 (239), pp 890-893 (May 1985), 3 figs, 1 table, 2 refs

**KEY WORDS:** Circular plates, Mode shapes, Flexural vibrations, Natural frequency, Discontinuity-containing media

The real time technique of time averaged holographic interferometry has been applied to determine the natural frequencies, and the corresponding mode shapes for the transverse vibrations of clamped circular plates with a straight eccentric narrow slit. Eccentricity and length of the slit have been selected as parameters, while width of the slit has been kept constant. The first six natural modes are discussed.

85-2556

**On Squeeze Film of a Curved Circular Plate**

E. Hasegawa  
Keio Univ., Yokohama 223, Japan  
Bull. JSME, 28 (239), pp 951-958 (May 1985), 6 figs, 6 refs

**KEY WORDS:** Curved plates, Squeeze-film dampers

The problem of a squeeze film between a curved circular plate and a plane wall is studied theoretically. The shape of the curved circular plate is assumed to be axisymmetric; that is, to be expressed by a function of only the radius coordinate. A perturbation solution is found in powers of ratio of the gap to the radius. The equation governing the gap is derived for a curved disk with any shape. The properties of the squeeze film are clarified through the force-gap relation, the critical external force, the inertia effect and the pressure distribution.

85-2557

**Flutter Analysis of Cantilevered Quadrilateral Plates**

R.S. Srinivasan, B.J.C. Babu  
FRP Res. Ctr., Indian Inst. of Technology,  
Madras 600 036, India  
J. Sound Vib., 28 (1), pp 45-53 (Jan 8, 1985) 2 figs, 3 tables, 11 refs

**KEY WORDS:** Cantilevered plates, Flutter

The title problem is solved by using a numerical method involving an integral equation technique and a normal mode method. Linear plate theory has been used for computing the strain and kinetic energy of the plate. Piston theory has been used to describe the aerodynamic pressure distribution. Numerical work has been done and convergence of the solution has been studied.

## SHELLS

85-2558

**Approach to Interior Noise Control Part II: Self-Supporting Damped Interior Shell**

C.L. Holmer  
Cabot Corp., Indianapolis, IN  
J. Aircraft, 22 (8), pp 729-733 (Aug 1985) 4 figs, 6 refs

**KEY WORDS:** Shells, Noise reduction, Structure borne noise, Interior noise, Aircraft noise

A companion paper presents theoretical and experimental data identifying the significance of panel critical frequency and structural damping in controlling trim panel dynamic response from excitation at attachment points. This paper explores a logical extension to the trim panel system. The shell presents several desirable nonacoustic properties that may offer design or construction economies. Of concern here is the design considerations that can turn potential acoustic problems into significant advantages.

85-2559

**Three Dimensional Nonlinear Dynamic Finite Element Analysis for the Response of a Thick Laminated Shell to Impact Loads**

R.E. McCarty, D.E. Trudan, A.D. Davis  
Air Force Wright Aeronautical Labs.,  
Wright-Patterson Air Force Base, OH  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spon. AIAA/-ASME/ASCE/AHS, Part 2, pp 341-356, 26 figs, 2 tables, 30 refs

**KEY WORDS:** Shells, Layered materials, Impact response, Aircraft windows, Bird impact

The response of the T-38 aircraft student windshield structural assembly to bird impact loading is simulated using the MAGNA (materially and geometrically nonlinear analysis) three-dimensional nonlinear finite element analysis system. User subroutines are used to couple the mathematical definition of the bird impact pressures to the computed response of the aircraft windshield assembly. These pressures are applied to the faces of finite elements lying within the bird impact footprint on the surface of the windshield. The analysis problem is characterized by severe material and geometric nonlinearities as well as significant fluid/solid interaction (load/response coupling).

#### 85-2560

**The Effect of Source Location on the Structural-Acoustic Interaction of an Infinite Elastic Shell**

J.J. Kelly, C.R. Fuller  
Old Dominion Univ., Norfolk, VA  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spon. AIAA/-ASME/ASCE/AHS, Part 2, pp 609-616, 14 figs, 7 refs

**KEY WORDS:** Shells, Acoustic response

The response of an infinite elastic shell to simple acoustic sources (monopole and dipole) is investigated. This simplified model is considered in order to gain insight into the characteristics of aircraft interior noise. The shell represents the aircraft fuselage and the sources are due to the propeller. The location of the source with respect to the cylinder and how this affects

acoustic line power, intensity flow into the shell and internal sound pressure is analyzed.

#### 85-2561

**Response of Double Wall Composite Shells**

R. Vaicaitis, D.A. Bofilios  
Columbia Univ., New York, NY  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spon. AIAA/-ASME/ASCE/AHS, Part 2, pp 110-119, 12 figs, 18 refs

**KEY WORDS:** Cylindrical shells, Layered materials, Viscoelastic core-containing materials, Natural frequencies, Power spectral densities

An analytical study of double wall laminate cylindrical shell response to random loads is presented. A soft viscoelastic core with dilatational modes included is used. The theory of laminate shells is simplified by assumptions similar to those in the Donnell-Mushtari development for isotropic shells. Modal solutions of simply supported shells are obtained. Modal frequencies and deflection response spectral densities are determined.

## PIPES AND TUBES

#### 85-2562

**Wave Forces on Large Offshore Pipelines**

N.J. Shankar, H. Raman, V. Sundar  
National Univ. of Singapore, Kent Ridge, Singapore  
Ocean Engrg., 12 (2), pp 99-115 (1985), 11 figs, 14 refs

**KEY WORDS:** Pipelines, Offshore structures, Wave forces, Experimental data

A laboratory investigation of wave forces induced by a regular train of waves on a large pipeline resting on a bed and at various clearances from the bed is presented. A simple unseparated flow model

based on potential flow theory and Morison's equation is presented for evaluating the maximum forces on the pipeline. The experimental results are compared with the theoretical results and data from existing literature.

## DYNAMIC ENVIRONMENT

### ACOUSTIC EXCITATION

**85-2563**

**An Integral Equation Method for Predicting Acoustic Emission within Enclosures**

D.T.L. Francis, M.M. Sadek  
City of Birmingham Polytechnic  
IMechE, Proc., 199 (C2), pp 133-137 (1985),  
2 figs, 10 refs

**KEY WORDS:** Noise generation, Acoustic emission, Enclosures, Prediction techniques

A method is presented for calculating the acoustic emission of a vibrating body within an enclosure whose surface has known absorption characteristics. It is based on a numerical solution of the Helmholtz integral equation. Solutions are given for the case of a pulsating sphere within a sphere, and good agreement with the exact analytical solution is reported. The method is of value for small and medium scale problems at lower frequencies where traditional techniques are less reliable.

**85-2564**

**On the Effect of Terrain Profile on Sound Propagation Outdoors**

K.B. Rasmussen  
Danish Acoustical Inst., Technical Univ. of Denmark, Lyngby, Denmark  
J. Sound Vib., 98 (1), pp 35-44 (Jan 8, 1985) 13 figs, 21 refs

**KEY WORDS:** Sound waves, Wave propagation, Noise barriers

Various models describing outdoor sound propagation over wedge barriers and three-sided barriers are described. The theoretical results are compared with measured data for sound propagation over grass-covered earth berms from a loudspeaker source. Calculated and measured results for a road traffic noise situation involving an earth berm are also presented.

**85-2565**

**Review of Research on Structureborne Noise**

R. Vaicaitis, J.S. Mixson  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, FL, spons. AIAA/ASME/ASCE/AHS, Part 2, pp 587-601, 16 figs, 150 refs

**KEY WORDS:** Structural-borne noise, Aircraft noise

Publications on the topic of structure-borne noise are reviewed. Recent accomplishments, including representative results, are presented for aircraft, rotorcraft, space structures, automotive vehicles, ship and building technology. Special attention is given to propeller-driven aircraft.

**85-2566**

**Theory and Practice in Exhaust System Design**

L.J. Eriksson, P.T. Thawani  
Nelson Industries, Inc.  
Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engineers, Warrendale, PA, pp 257-266, 10 figs, 20 refs

**KEY WORDS:** Exhaust systems, Mufflers

A number of theoretical results related to exhaust systems is presented and some of their practical implications for design are discussed. A brief review is included of exhaust system theory as well as experimental results obtained on actual units. The connection between theory and practice

is then analyzed for reactive effects, resistive effects, and engine interactions. The emphasis throughout the paper is on the use of theory to guide practical design.

**85-2567**

**A Systematic Approach to the Analysis of Brake Noise**

H.W. Schwartz, W.D. Hays, Jr., J.H. Tarter  
Allied Automotive  
Surface Vehicle Noise and Vibration Conf.  
Proc., Traverse City, MI, May 15-17, 1985.  
Spons. Society of Automotive Engineers,  
Warrendale, PA, pp 267-275, 5 figs, 4 refs

**KEY WORDS:** Brakes, Noise generation, Noise reduction

A systematic approach to the control of disc brake noise is suggested. Test methods are described, based on the use of modern techniques, along with approaches to the design of quiet brakes which consider not only friction material, but also friction pad assembly and other components.

**85-2568**

**On the Long Range Propagation of Sound Over Irregular Terrain**

M.S. Howe  
Bolt Beranek and Newman Inc., Cambridge, MA  
J. Sound Vib., 28 (1), pp 83-94 (Jan 8, 1985) 3 figs, 34 refs

**KEY WORDS:** Sound waves, Wave propagation, Surface roughness

The theory of sound propagation over randomly irregular, normally plane terrain of finite impedance is discussed. The analysis is an extension of the theory of coherent scatter originally proposed by Biot for an irregular rigid surface. It combines Biot's approach, wherein the surface irregularities are modeled by a homogeneous distribution of hemispherical bosses, with more conventional analysis in which the ground is modeled as a smooth plane of finite impedance.

**85-2569**

**Diffraction Sound Field by a Circular Aperture in the Surface of a Rectangular Enclosure**

K. Nishida, A. Maruyama  
Muroran Inst. of Tech., Muroran, Hokkaido, Japan  
Bull. JSME, 28 (239), pp 931-936 (May 1985) 4 figs, 6 refs

**KEY WORDS:** Sound waves, Wave diffraction

The diffraction sound field generated by a circular aperture in the surface of a rectangular enclosure containing a sound source inside is theoretically and experimentally investigated. The applicability of Pierce's approximate solution of sound diffraction by a three-sided semi-infinite wall to finite three dimensional bodies is examined. The properties of diffraction sound field around the enclosure are obtained through sound visualization method.

**85-2570**

**The Performance of Jet Noise Suppression Devices for Industrial Applications**

M.D. Dahl, O.H. McDaniel  
NASA Lewis Res. Ctr., Cleveland, OH  
J. Vib., Acoust., Stress Rel. Des., Trans. ASME, 107 (3), pp 303-309 (July 1985) 6 figs, 15 refs

**KEY WORDS:** Jet noise, Noise reduction, Exhaust noise, Silencers

Commercially available jet noise suppression devices were tested to determine their noise reducing characteristics compared to an open pipe. Both exhaust silencers and ejector nozzles were measured for sound power level and mass flow rate. In addition for ejector nozzles, the added noise from a jet impinging on a flat plate was measured.

## **SHOCK EXCITATION**

**85-2571**

**Shock Associated Noise of Inverted-Profile Coannular Jets, Part I: Experiments**

H.K. Tanna, W.H. Brown, C.K.W. Tam  
Lockheed-Georgia Co., Marietta, GA 30063  
J. Sound Vib., 28 (1), pp 95-113 (Jan 8,  
1985), 12 figs, 2 tables, 17 refs

**KEY WORDS:** Shock waves, Noise generation

The reduction of shock-associated noise in inverted-velocity-profile coannular jets is quantified and explained. Extensive optical and acoustic measurements for a suitable range of outer and inner stream pressure ratio combinations are conducted. The measured noise results are interpreted with the aid of new theoretical models.

**85-2572**

**Shock Associated Noise of Inverted-Profile Coannular Jets, Part II: Condition for Minimum Noise**

C.K.W. Tam, H.K. Tanna  
Lockheed-Georgia Co., Marietta, GA 30063  
J. Sound Vib., 28 (1), pp 115-125 (Jan 8,  
1985), 4 figs, 1 table, 10 refs

**KEY WORDS:** Shock waves, Noise generation

An experimental and theoretical investigation of shock-associated noise of inverted-profile coannular jets is described. For a fixed fan-stream Mach number, it is observed that the shock-associated noise often drops suddenly to a minimum as the reservoir pressure of the primary jet increases. When this happens, the almost periodic shock cell structure of the fan stream is found to nearly completely disappear.

**85-2573**

**Shock Associated Noise of Inverted-Profile Coannular Jets, Part III: Shock Structure and Noise Characteristics**

C.K.W. Tam, H.K. Tanna  
Lockheed-Georgia Co., Marietta, GA  
J. Sound Vib., 28 (1), pp 127-145 (Jan 8,  
1985), 8 figs, 1 table, 9 refs

**KEY WORDS:** Shock waves, Noise generation

The basic objective of the work described is to obtain an understanding of the characteristics of shock associated noise from inverted-profile coannular jets in terms of the properties of the shock cell structure and the jet flow. To achieve this, a first-order shock-cell model is developed. Based on the concept that shock-associated noise is generated by the weak interaction between the large-scale turbulent structures in the mixing layers of the jet and the repetitive shock-cell system, formulae for the peak frequencies as well as noise intensity scaling are derived.

## **VIBRATION EXCITATION**

**85-2574**

**The Decomposition Method in Stochastic Structural Dynamics**

H. Benaroya, M. Rehak  
Weidlinger Associates, New York, NY  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17,  
1985, Orlando, Florida, spons. AIAA/-  
ASME/ASCE/AHS, Part 2, pp 266-281, 56  
figs, 13 refs

**KEY WORDS:** Random vibrations, Frequency domain method

Linear, random differential equations are studied with the purpose of understanding the effects of parameter uncertainties on the random vibration of structures. A single degree-of-freedom oscillator with random (stationary) stiffness and input, and with deterministic, constant mass and damping is considered.

**85-2575**

**An Iterative Procedure for Nonlinear Flutter Analysis**

C.L. Lee  
Texas Instruments Inc., Lewisville, TX  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17,  
1985, Orlando, Florida, spons. AIAA/-  
ASME/ASCE/AHS, Part 2, pp 290-297, 13  
figs, 5 tables, 21 refs

**KEY WORDS:** Flutter, Iteration, Frequency domain method

An iterative procedure in the frequency domain is presented for flutter analysis of large dynamic systems with multiple structural nonlinearities. The major components of the procedure are the describing function approach for system linearization, a structural dynamics modification method for shifting system mode shapes and frequencies, and a complex eigenvalue algorithm for solution of the flutter equation. The purpose of the procedure is to achieve alignment of the oscillator amplitude in each nonlinear spring with the describing function of stiffness before computing the final stability characteristics. The result is a system tuned to the flutter frequency at the time of instability.

**85-2576**

**Transient Aerodynamic Characteristics of a Two-Dimensional Airfoil During Stepwise Incidence Variation**

Y. Aihara, H. Koyama, A. Murashige  
University of Tokyo, Tokyo, Japan  
J. Aircraft, 22 (8), pp 661-668 (Aug 1985)  
13 figs, 14 refs

**KEY WORDS:** Airfoils, Aerodynamic Characteristics

The transient aerodynamic characteristics of a two-dimensional low-speed airfoil whose angle of attack is varied impulsively are discussed. The study is mainly an experimental one with observations made of the three dynamic loads, the static pressure distribution, and flow on the airfoil surface, following the airfoil motion. The changes in the characteristics and their aerodynamic causes are investigated in terms of the ultimate angle of attack and the rise of time.

**85-2577**

**Viscous Effects on Transonic Airfoil Stability and Response**

H.M. Berry, J.T. Batina, T.Y. Yang  
Purdue University, West Lafayette, IN

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985 Orlando, FL, Spons. AIAA/ASME/ASCE/AHS, Part 2, pp 10-22, 13 figs, 4 tables, 20 refs

**KEY WORDS:** Airfoils, Aerodynamics loads, Stability, Viscosity effects, Flutter

Viscous effects on transonic airfoil stability and response are investigated using an integral boundary layer model coupled to the inviscid XTRAN2L transonic airloads required for stability analysis including viscous effects. Unsteady transonic airloads required for stability analysis are computed using a pulse transfer-function analysis including viscous effects. The pulse analysis provides unsteady aerodynamic forces for a wide range of reduced frequency in a single flowfield computation. Nonlinear time-marching aeroelastic solutions are presented which show the effects of viscosity on airfoil response behavior and flutter.

## **MECHANICAL PROPERTIES**

### **DAMPING**

**85-2578**

**Unconstrained Layer Damping and the Use of Modified PVA as a High Efficiency Lightweight Material**

D.W. Tomkins  
Gerard Thomas Co., Inc.  
Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engineers, Warrendale, PA, pp 53-59, 7 figs

**KEY WORDS:** Layered damping, Viscoelastic properties, Automobiles

A lightweight polymeric visco-elastic sheet material has been developed which exhibits excellent vibration damping performance when used as an unconstrained layer on sheet metal panels. Geiger plate decay rates of 26 dB/sec and have been meas-

ured. The sheet is flexible, non-toxic, and meets automotive and building flammability specifications.

**85-2579**

**Dual Clearance Squeeze Film Damping for High Load Conditions**

D.P. Fleming

Lewis Res. Ctr., Cleveland, OH

J. Tribology, Trans. ASME, 107 (2), pp 274-279 (Apr 1985) 8 figs, 9 refs

**KEY WORDS:** Squeeze film dampers

Squeeze film dampers are widely used to control vibrations in aircraft turbine engines and other rotating machinery. However, if shaft unbalance rises appreciably above the design value (e.g., due to turbine blade loss), a conventional squeeze film will be overloaded, and will no longer be effective in controlling vibration amplitudes and bearing forces.

**85-2580**

**Forced Vibration of a Damped Combined Linear System**

L.A. Bergman, J.W. Nicholson

Univ. of Illinois, Urbana-Champaign, IL

J. Vib., Acoust., Stress Rel. Des., Trans. ASME, 107 (3), pp 275-281 (July 1985) 8 figs, 4 tables, 14 refs

**KEY WORDS:** Damped structures, Linear systems, Forced vibration

A new and general method for determining the exact undamped natural frequencies and natural modes of vibration, the orthogonality relation for the natural modes, and the response to arbitrary excitation for both damped and undamped combined linear systems, is given. The method, based upon Green's functions of the vibrating distributed subsystems, is demonstrated for a multiplicity of linear oscillators connected to a simple beam.

**85-2581**

**Damping Synthesis Using Complex Substruc-**

**ture Modes and a Hermitian System Representation**

J.-G. Beliveau, Y. Soucy

Universite de Sherbrooke, Sherbrooke (Quebec) Canada

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando FL, spons. AIAA/ASME/-ASCE/AHS, Part 2, pp 581-586, 1 fig, 4 tables, 12 refs

**KEY WORDS:** Modal damping, Modal synthesis, Mode shapes, Natural frequencies

Modal synthesis techniques have long been used to evaluate the natural frequencies and mode shapes of systems for which modal characteristics of the various components have been determined, either experimentally or numerically. Little attention has been given in the prediction of damping levels of the total structure from damping information obtained experimentally, usually in the form of modal damping ratios and complex or real mode shapes. The purpose of this note is to present such a method, to demonstrate its use on a simple example, and to discuss two numerical aspects related to its numerical implementation.

**85-2582**

**An Upper Hessenberg Sparse Matrix Algorithm for Modal Identification on Minicomputers**

S.R. Ibrahim

Old Dominion University, Norfolk, Virginia  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, FL, Spons. AIAA/ASME/-ASCE/AHS, Part 2, pp 664-672, 2 tables, 44 refs

**KEY WORDS:** Modal analysis, Time domain method, Damping coefficients

The time domain identification problem is reduced to an eigenvalue problem of a sparse upper Hessenberg matrix. Such a matrix has only a number of elements equal to its order (one column); subdiagonal elements of unity and all the other remaining elements are zeros.



85-2583

**Electronic Damping Techniques and Active Vibration Control**

S. Hanagud, M.W. Obal, M. Meyyappa  
Georgia Institute of Technology, Atlanta, GA  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando FL, Spons. AIAA/ASME/-ASCE/AHS, Part 2, pp 443-453, 6 figs, 8 tables, 18 refs

**KEY WORDS:** Active vibration control, Damping effects

A theory has been developed to quantitatively identify changes in a damping matrix of structural dynamic system when electronic damping is applied to the system. Electronic damping experiments were conducted on a cantilever beam under impact excitation conditions. Piezoceramic transducers were used as both sensors and drivers with a velocity feedback. The mass, stiffness and damping matrices of the cantilever beam before and after application of the electronic damping were identified by a parameter identification technique that is capable of considering general linear viscous damping matrices.

## FATIGUE

85-2584

**Effect of Load Variation on Surface Durability of Normalized Steel Roller**

S. Oda, T. Koide, J. Ando  
Tottori Univ., Koyama-cho, Tottori, Japan  
Bull. JSME, 28 (239), pp 964-970 (May 1985) 19 figs, 12 refs

**KEY WORDS:** Mechanical components, Steel, Compaction equipment

The characteristics of surface durability of an S45C normalized steel roller under two-step loading conditions are discussed on the basis of Miner's rule.

85-2585

**A Combined Method for Damage Tolerance Analysis**

A.S. Kuo, J.L. Rudd

Fairchild Republic Co., Farmingdale, NY  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, FL, Spons. AIAA/ASME/-ASCE/AHS, Part 1, pp 41-52, 12 figs, 6 tables, 15 refs

**KEY WORDS:** Fatigue life, Crack propagation, Computer programs

A combined crack growth and initiation method was developed to improve the predictive accuracy of damage tolerance analysis. The continuing damage at a location adjacent to the primary damage is realistically treated with fatigue crack initiation analysis in lieu of the assumed continuing damage size and location as stipulated in military specification MIL-A 83444.

85-2586

**Cumulative Damage and Fatigue Life Prediction**

T.V. Kutt, M.P. Bieniek  
Columbia University, New York, NY  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, FL, Spons. AIAA/ASME/-ASCE/AHS, Part 1, pp 53-61, 7 figs, 23 refs

**KEY WORDS:** Fatigue life, Crack propagation, Damage prediction, Metals,

A cumulative damage rule is proposed for fatigue of metals under variable stress-amplitude loading. The rule is nonlinear and takes into account the sequence of stress levels; i.e., high-to-low or low-to-high changes of stress amplitudes. To facilitate probabilistic estimates of safety of structural elements subjected to fatigue loading, a stochastic model of fatigue damage is developed. The mean value and the variance of the fatigue life of an element are determined in terms of the statistics of the material properties and of the load parameters.

# EXPERIMENTATION

## MEASUREMENT AND ANALYSIS

85-2587

### Effects of Structural Modes on Vibratory Force Determination by the Pseudo Inverse Technique

J.A. Fabunmi

Univ. of Maryland, College Park, MD  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 573-580, 5 figs, 3 tables, 13 refs

**KEY WORDS:** Force prediction, Mode shapes, Modal analysis, Linear theories, Beams

The accuracy and effectiveness of the pseudo inverse technique as a means of determining the operating vibratory loads on a structural system can be severely undermined, by lack of proper consideration of the participation of the structural modes at the frequency of interest. Methods of linear algebra and modal analysis are used to establish the limitations of this technique with regards to the number of independent forces determinable at a given frequency, in relation to the number and significance of structural modes participating in the response at that frequency.

85-2588

### Digital Data Analysis Techniques for Extraction of Slosh Model Parameters

J.F. Unruh, D.D. Kana, F.T. Dodge, T.A. Fey

Southwest Res. Inst., San Antonio, TX  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 682-690, 7 figs, 2 tables, 5 refs

**KEY WORDS:** Modal analysis, Sloshing

Modern digital acquisition and modal analysis procedures are applied to the slosh

model parameter extraction problem with considerable success. After appropriate data conditioning to remove the tank rigid mass and liquid rigid mass from the spectral data, the slosh peaks are circle fit to obtain estimates of the pendulum's masses, damping, and pivot arm locations.

85-2589

### Experimental Substructure Coupling with Rotational Coupling Coordinates

Yung-Tseng Chung, R.R. Craig, Jr.

Bell Helicopter, Textron, Inc., Fort Worth, TX

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 484-489, 6 figs, 2 tables, 8 refs

**KEY WORDS:** Modal analysis, Rotational mode shapes, Spline technique, Substructuring method

A substructure coupling method based on experimentally measured data, including rotational coupling coordinates, is presented.

The required rotational displacements at the interface are determined from the measured translational mode shapes by cubic spline interpolation. Simulation study shows that rotational mode shapes can be predicted accurately by the cubic spline interpolation using fewer translational frequency response function measurements than would be required by the finite difference method.

85-2590

### Using Experimental Modal Modeling Techniques to Investigate Steering Column Vibration and Idle Shake of a Passenger Car

S.L. Chiang

Ford Motor Co.

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engineers, Warrendale, PA, pp 309-327

**KEY WORDS:** Experimental modal analysis, Automobile steering columns

An experimental modal model of an early prototype car was constructed and validated against test results. The model was then used to suggest practical hardware modification alternatives which would shift the steering column resonant frequency away from idle range, and maintain a low steering column tip vibration within the 600-750 RPM idle range. This model was also used to evaluate the effectiveness of tuning radiator mounts to the overall vehicle idle quality.

#### 85-2591

#### Using Modal Analysis, Modeling and Analytical Modifications to Aid in the Development of Automotive Structures

D. Hauerperger

Structural/Kinematics

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Soc. of Automotive Engineers, Warrendale, PA, pp 303-307, 4 figs, 4 refs

**KEY WORDS:** Modal analysis, Motor vehicles

Modal Analysis has been advanced to the point where it can enable the user to select an optimum set of modifications that solve a problem analytically. There are three phases to an analysis of this type. The test parameters must be determined, the measurements must be taken, and the modal model (parameter estimation) is created. The concerns, techniques, requirements, and assumptions often forgotten when using modal analysis to generate a model of a structure, are addressed.

#### 85-2592

#### Component Mode Synthesis for Structures with General Stiffness, Damping and Mass Matrices

K. Kubomura

Beloit Manhattan Inc., Clarks Summit, PA Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 337-340, 3 refs

**KEY WORDS:** Component mode synthesis, Stiffness coefficients, Damping coefficients, Mass matrices

The component mode synthesis method for substructures with general rectangular forms of damping, stiffness and mass matrices is developed. For the development of reduction transformation equations, three aspects are discussed: the use of substructure modes of any frequency range; three different types of modes (free-free, cantilever and hybrid); the use of first and second order approximations. In this paper the reduction transformation equations for the use of lower frequency complex free-free and cantilever modes are presented.

#### 85-2593

#### Development of an FM Multiplexed Telemetry System for Obtaining Dynamic Data from Operating Tank Track

C.W. Rodman, H.C. Meacham

Battelle-Columbus Labs.

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Soc. of Automotive Engineers, Warrendale, PA, pp 7-11, 5 figs

**KEY WORDS:** Data recorders, Measurement techniques, Tracked vehicles, Tanks (combat vehicles)

A system using FM multiplexed radio telemetry was developed and built to provide a data link between operating tank track and the tank hull. Field tests of the system showed that attention to details of the design of the antenna and battery system were successful in avoiding analytical problems.

#### 85-2594

#### Obtaining Data to Determine the Effectiveness of Noise Controls

R.J. Goff, T.M. Lloyd

Safety and Health Technology Ctr.

Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985, Spons. Soc. of Automotive Engineers, Warrendale, PA, pp 13-18, 6 figs, 1 table

**KEY WORDS:** Data recorders, Noise measurement, Mining equipment

In developing retrofit noise controls for mobile mining equipment, it is critical to document their effectiveness. The techniques used in gathering and analyzing data are described and a specific example is presented.

**85-2595**

**A Concurrent Processing Implementation for Structural Vibration Analysis**

S.W. Bostic, R.E. Fulton  
NASA Langley Res. Ctr., Hampton, VA  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/ASME/ASCE/AHS, Part 2, pp 566-572, 11 figs, 2 tables, 7 refs

**KEY WORDS:** Data processing, Natural frequencies, Mode shapes

A report on an investigation of a concurrent processing implementation of the inverse power method for obtaining vibration frequencies and mode shapes is presented, and its increase in computation speed relative to sequential computer implementation is assessed. Results are obtained for vibration test problems run on an eight-processor experimental computer.

**85-2596**

**Optimization of an Electromechanical Signal Filter by Means of Holographic Interferometry (Optimierung eines elektromechanischen Signalfilters mittels holographischer Interferometrie)**

P. Valenta, E. Schneider  
Max-Planck-Institut für Metallforschung,  
Stuttgart, Fed. Rep. Germany  
Feinwerktech. u. Messtechn., 23 (2), pp 67-69  
(Mar 1985), 5 figs, 4 refs (In German)

**KEY WORDS:** Holographic techniques, Vibration measurement, Optimization, Measurement techniques

The use of vibration holography enables the amplitude distribution on the surface of a

vibrating object to be rendered directly visible and measured. From this are derived numerous applications that can be utilized for industrial purposes. Vibration holography is used for recording the forms of natural vibration in components with complex geometry for optimization of components from vibration engineering aspects or for locating material faults. A report is given on the optimization of an electromechanical signal filter from vibration engineering aspects.

**DYNAMIC TESTS**

**85-2597**

**New Acoustic Test Facilities of BMW**

R. Eilker, N. Herzum, W. Keiner, A. Ulrich  
BMW AG  
Surface Vehicle Noise and Vibration Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Soc. of Automotive Engineers, Warrendale, PA, pp 283-292, 11 figs, 1 ref

**KEY WORDS:** Test facilities, Automobiles, Motorcycles

New test standards for noise measurements on passenger cars and motorcycles are introduced. Information is given on room conditions, machinery equipment, sound levels, frequency ranges and types of measurement. Reports on initial experience with these test facilities are presented.

**85-2598**

**Exploratory Flutter Test in a Cryogenic Wind Tunnel**

S.R. Cole  
NASA Langley Res. Ctr., Hampton, VA 23665  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/ASME/ASCE/AHS, Part 2, pp 426-434, 17 figs, 2 tables, 9 refs

**KEY WORDS:** Flutter, Wind-tunnel testing, Aircraft wings

An experimental study to explore the feasibility of conducting flutter tests in cryogenic wind tunnels was conducted. The model used consisted of a rigid wing with an integral, flexible beam support that was cantilever mounted from the tunnel wall.

**85-2599**

**Multimode Instability Prediction Method**

K.E. Kadrnka

Rockwell International, El Segundo, CA  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 435-442, 19 figs, 8 refs

**KEY WORDS:** Flutter, Prediction techniques

The Zimmerman - Weissenburger method for prediction of flutter onset speed based on flight testing at subcritical speeds has been applied exclusively to a combination of two vibration modes. This process may therefore ignore a great deal of important information contained in other modes and their combinations. An extension of this method to incorporate more modes using standard stability criteria is presented.

## **DIAGNOSTICS**

**85-2600**

**Diagnosis and Prognosis of Turbomachinery Vibrations**

H. Ming Chen, S.B. Malanoski

Mechanical Technology, Inc., Latham, NY  
Rev. Tec. Ing., Univ. Zulia, Vol. 6, Edicion Especial, pp 111-131 (1983), 20 figs, 2 tables, 22 refs

**KEY WORDS:** Diagnostic techniques, Turbomachinery

A discussion on rotating equipment vibration problems - their occurrence, diagnosis by analytical and experimental methods, and a look to the future in this area, is presented.

**85-2601**

**Building an Expert System to Diagnose Noise in Automotive Engine Cooling Systems**

S.E. Dourson, J.D. Joyce

General Motors Corp., Kettering, OH  
Surface Vehicle Noise and Vib. Conf. Proc., Traverse City, MI, May 15-17, 1985. Spons. Society of Automotive Engineers, Warrendale, PA, pp 19-26, 6 refs

**KEY WORDS:** Diagnostic techniques, Computer programs, Noise source identification, Engine noise, Cooling systems

The experiences of building a computer consultant to diagnose sources of noise in engine cooling systems are described. The emphasis is on identifying appropriate parameters and writing rules to codify the knowledge.

## **MONITORING**

**85-2602**

**Monitoring the Status of a Mechanical Cable While in Operation by Means of the Acoustic Emission Method**

P.A.A. Laura, J.R. Matthews

Inst. of Applied Mechanics, Puerto Belgrano Naval Base, 8111 Argentina  
Ocean Engrg., 12 (3), pp 211-219 (1985), 5 figs, 6 refs

**KEY WORDS:** Monitoring techniques, Acoustic emission, Cables

A brief review of research into failure mechanisms of various cables and the acoustic emission signature of the various cables under simulated loading is presented. The development of a specific operational monitor for a towed cable system is given.

# ANALYSIS AND DESIGN

## ANALYTICAL METHODS

85-2603

### **A Finite Element Method for Synthesis of Acoustical Shapes**

R.J. Bernhard

Ray W. Herrick Labs., Purdue Univ., West Lafayette, IN

J. Sound Vib., 98 (1), pp 55-65 (Jan 8, 1985), 4 figs, 4 tables, 8 refs

**KEY WORDS:** Finite element technique, Optimization, Design techniques, Geometric effects, Acoustic properties

Classical finite element procedures are not well suited to the development of optimal acoustical shapes. Typical procedures require a complete analysis of each candidate acoustical geometry in the search for an optimal shape. A method is presented for decomposing the original finite element matrices which may be multiplied by shape change parameters to develop a model of the revised geometry. The method is also used to synthesize the geometry required for desired acoustical behavior of a complicated coupled cavity system.

85-2604

### **Vibration Analysis by Substructure Synthesis Method (Part 4, Calculation of Residual Compliance Matrix)**

M. Ookuma, A. Nagamatsu

Tokyo Inst. of Technology, Tokyo, Japan  
Bull. JSME, 28 (239), pp 905-910 (May 1985), 1 table, 5 refs

**KEY WORDS:** Substructuring methods, Structural synthesis

A method is proposed for accurately calculating the residual compliance matrix of structures with free-free boundary condition. Algorithms of the usual method and the method proposed by the authors as well as Hansteen are given and numerical examples of a simple case are shown.

85-2605

### **On the Oscillatory Instability of Multiple-Parameter Systems**

A.S. Atadan, K. Huseyin

Univ. of Waterloo, Waterloo, Ontario, Canada

Intl. J. Engrg. Sci., 23 (8), pp 857-873 (1985), 5 figs, 30 refs

**KEY WORDS:** Stability, Balancing techniques

The postcritical oscillatory behavior of an autonomous discrete system under the influence of two independent parameters is studied. Three distinct situations are identified and explored via the intrinsic harmonic balancing technique. The asymptotic equations of the behavior surface in parameter-amplitude space are derived explicitly.

85-2606

### **Simple Approximants for Complex Linear Systems**

J.L. Bogdanoff, F. Kozin

Purdue Univ., West Lafayette, IN

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 218-223, 2 figs, 8 refs

**KEY WORDS:** Approximation methods

A method is described for constructing a sequence of approximate systems of increasing complexity that can be employed to estimate the response of a complex linear system. Details of the method are sketched, and an example is briefly described.

85-2607

### **Time Series Approximation of Unsteady Aerodynamics Including Pole Locations as Free Parameters**

L.D. Peterson, E.F. Crawley

Massachusetts Inst. of Technology, Cambridge, MA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17,

1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 251-257, 8 figs, 2 tables, 11 refs

**KEY WORDS:** Approximation methods, Aerodynamic loads, Time series analysis method

An algorithm has been developed to find exponential time series approximations to unsteady aerodynamic data at discrete frequencies using a least squares fit. The method differs from previous methods in that the pole locations of the exponential series approximation are explicitly included in the search, and that the fit simultaneously minimizes the error in both the real and imaginary parts of the approximation. A Newton-Raphson search algorithm is used to find the minimum of the weighted square error in the parameter space of the approximation while constraining the poles to be in the left half plane.

**85-2608**

**On the Identification of Self-Adjoint Distributed Systems Using Modal Filters**

H. Baruh, L.M. Silverberg

Rutgers Univ., New Brunswick, NJ  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 673-681, 9 figs, 3 tables, 15 refs

**KEY WORDS:** Continuous parameter method, Modal filters, Parameter identification techniques

A method is presented for the identification of external excitations acting on distributed-parameter systems and, for certain cases, the parameters contained in the equations of motion of the distributed system. By extracting the modal coordinates from the system output, and using these modal coordinates to identify the modal excitations acting on a number of modes, the actual external disturbances are synthesized. The effects of factors such as measurement noise and interpolation error are analyzed.

**85-2609**

**Systematic Approach for Eigensensitivity Analysis**

Shyi-Yaung Chen, Fu-Shang Wei

Kaman Aerospace Corp., Bloomfield, CT  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 178-183, 10 refs

**KEY WORDS:** Eigenvalue problems, Stability, Flutter, System identification techniques

Based on the matrix decomposition and generalized inverse technique, a method for the determination of the sensitivity of the eigenvalues and eigenvectors of nth order eigensystem, with respect to system design parameters, has been developed. This method requires knowledge of only one eigenvalue and its associated right and left eigenvectors which, together with information from the matrix column and null space, will lead to the eigenvalue and eigenvector derivative of a physical problem, such as stability analysis, flutter analysis, and system identification. Two different approaches and numerical procedures are utilized.

**85-2610**

**On the Design Derivatives of Eigenvalues and Eigenvectors for Distributed Parameter Systems**

R. Reiss

Howard Univ., Washington, D.C.  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 173-177, 9 refs

**KEY WORDS:** Eigenvalue problems, Continuous parameter method

Analytic expressions are obtained for the design derivatives of eigenvalues and eigenfunctions of self-adjoint linear distributed parameter system. Explicit treatment of boundary conditions is avoided by casting the eigenvalue equation into integral form. Results are expressed in terms of the linear operators defining the eigenvalue problem,

and are therefore quite general. Sufficiency conditions appropriate to structural optimization of eigenvalues are obtained.

**85-2611**

**The h-Version and p-Version of the Finite Element Method and the Inclusion Principle**  
L. Meirovitch, J.K. Bennighof  
Virginia Polytechnic Inst. and State Univ., Blacksburg, VA

Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 691-698, 5 figs, 14 refs

**KEY WORDS:** Eigenvalue problems, Finite element technique

In the classical Rayleigh-Ritz method, improvement in the computed eigenvalues can be obtained by increasing the number of terms in the series expansion. The matrices defining the discrete eigenvalue problem possess the embedding property, in the sense that the matrix A corresponding to  $n + 1$  terms is obtained from the matrix B corresponding to  $n$  terms by adding one row and the corresponding column. The computed eigenvalues satisfy the inclusion principle, which states that the eigenvalues of A bracket the eigenvalues of B. This paper examines how the inclusion principle relates to various elements and refinement strategies in the finite element method.

#### MODELING TECHNIQUES

**85-2612**

**The Finite Element Modeling of the Free Vibration of a Read/Write Head Floppy Disk System**

J.K. Good, R.L. Lowery  
Oklahoma State Univ., Stillwater, OK  
J. Vib., Acoust., Stress Rel. Des., Trans. ASME, 107 (3), pp 329-333 (July 1985), 14 figs, 11 refs

**KEY WORDS:** Computer storage devices, Vibration control, Design techniques, Finite element techniques

The configuration of read/write head designs in floppy disk drive units is of importance as some designs witness vibration phenomena which lead to signal loss and excessive wearing of the disk media. This paper presents finite element modeling, and results of a read/write head floppy disk system in free vibration. The objective of this work is to determine the design parameters of read/write head support structure which will reduce vibration phenomena.

#### PARAMETER IDENTIFICATION

**85-2613**

**Identifying Approximate Linear Models for Simple Nonlinear Systems**

L.C. Horta, Jer-Nan Juang  
NASA Langley Res. Ctr., Hampton, VA  
Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 282-289, 6 figs, 2 tables, 8 refs

**KEY WORDS:** Parameter identification technique

The identification of approximate linear models from response data for certain nonlinear dynamic systems is addressed. Response characteristics for several typical nonlinear joints are analyzed mathematically and represented by series expansions. The parameters of the series expansion are then compared with the modal parameters of a linear model identified by the Eigensystem realization algorithm.

#### DESIGN TECHNIQUES

**85-2614**

**Dynamic Condensation for Structural Redesign**

Ki-Ook Kim  
Automated Analysis Corp., Ann Arbor, MI



Structures, Structural Dynamics and Materials Conf., Proc. of 26th, held April 15-17, 1985, Orlando, Florida, spons. AIAA/-ASME/ASCE/AHS, Part 2, pp 379-383, 4 figs, 6 tables, 6 refs

**KEY WORDS:** Design techniques, Dynamic condensation method, Structural modification techniques, Natural frequency, Mode shapes

A structural redesign method using dynamic condensation is presented for frequency and mode shape changes of undamped structural systems. The equilibrium equation of the perturbed system includes nonlinear perturbations from a baseline design which are solved in an iterative procedure. The physical degrees of freedom are divided into master and slave sets. The method is simple and effective.

#### COMPUTER PROGRAMS

**85-2615**  
**Software System for Fatigue Life Calculation**

M. Hanke, B. Kurz  
Motor Car Res. Inst., UVMV, Prague, Czechoslovakia  
Vehicle Structures, Intl. Conf., IMechE., London, Conf. Pub. 1984-7, SAE-MEP 200, pp 109-113, 4 figs, 11 refs

**KEY WORDS:** Computer programs, Fatigue life

Three main groups of the known cumulative damage calculation procedures are included in the described new subsystem ZIVOT; i.e., LIFE being built as part of a software system SADKO for evaluation of the continuous analog signals represented digitally by means of A/D converters.

## GENERAL TOPICS

#### CONFERENCE PROCEEDINGS

**85-2616**

**Internoise 84. International Cooperation for Noise Control**

Proc. Intl. Conf. on Noise Control Engrg., Honolulu, Hawaii, Dec. 3-5, 1984, 2 Vols.

**KEY WORDS:** Noise control, Proceedings

The papers in these volumes cover the entire field of noise control engineering. A number of papers on the physical aspects of environmental noise, especially community noise control are included. Several papers on the subject of sound intensity are also presented.

#### CRITERIA, STANDARDS AND SPECIFICATIONS

**85-2617**

**MIL-STD-810D vs. MIL-STD-810C - A Detailed Summary and Comparison. Part II: Method 514**

H. Caruso  
J. Environ. Sci., 28 (3), pp 47-52 (May/June 1985), 5 tables

**KEY WORDS:** Standards, Testing techniques, Vibration testing

A side-by-side comparison of the significant features of MIL-STD-810D and MIL-STD-810C, environmental test methods and engineering guidelines is presented. Included are details related to general test tailoring policy and application, test environments, and test facilities.

## USEFUL APPLICATIONS

**85-2618**

**Vibration-Random Required**

J.D. McGrath, W. Kindig

General Electric Co.

J. Environ. Sci., 28 (3), pp 36-40 (May/June 1985), 8 figs, 6 tables, 5 refs

**KEY WORDS:** Random vibrations, Screening, Testing techniques

An approach to hardware screening using random vibration as a stimulus is presented. The proposed techniques were developed to achieve a screening program that is cost effective and is supportable in dollar payoff with increased productivity. Cost savings are realized by avoiding the assignment of a costly combined environment facility to each product line and reducing the number of test cycles required in the screening process.

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Animal

## MECHANICAL COMPONENTS

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Tires and Wheels

Blades  
Bearings  
Belts  
Gears  
Clutches  
Couplings  
Fasteners  
Linkages  
Valves  
Seals  
Cams

## STRUCTURAL COMPONENTS

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Bars and Rods  
Beams  
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Columns  
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Panels  
Plates  
Shells  
Rings  
Pipes and Tubes  
Ducts  
Building Components

## ELECTRIC COMPONENTS

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Circuit Breakers  
Motors  
Generators  
Transformers  
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## DYNAMIC ENVIRONMENT

Acoustic Excitation  
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Thermal Excitation

## MECHANICAL PROPERTIES

Damping  
Fatigue  
Elasticity and Plasticity  
Wave Propagation

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Dynamic Tests  
Scaling and Modeling  
Diagnostics  
Balancing  
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Chyi Hwang

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D. Karnopp

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P.M. Moretti

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J. Appl. Mech., Trans. ASME, **52** (2), pp 479-483 (June 1985), 1 fig, 18 refs

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K.R. Korde

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S. Deutsch

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Acustica, **57** (1), pp 40-44 (Jan 1985), 7 figs, 10 refs

W.T. Chu

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J. Acoust. Soc. Amer., **77** (3), pp 1252-1256 (Mar 1985), 7 figs, 8 refs

M.C. Junger

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J.F. Allard and B. Sieben

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P.A.A. Laura

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AIAA J., **22** (4), p 574 (1984), 10 refs

J.A. Brandon

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AIAA J., **23** (5), pp 815-816 (May 1985), 5 refs

B.H.K. Lee

## **Determination of Subcritical Damping in CF-5 Flight Flutter Tests**

J. Aircraft, **22** (1), pp 89-91 (Jan 1985), 3 figs, 3 refs

R.G. Melton

**A Composite Model of Aircraft Noise**

J. Aircraft, 22 (5), pp 443-444 (May 1985), 2 figs, 1 table, 3 refs

W.H. Lin

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J. Sound Vib., 92 (4), pp 585-587 (1984), 1 fig, 1 table, 4 refs

H. Er-Li

**No Reciprocal Theorem for Dynamic Displacements**

J. Sound Vib., 96 (2), pp 275-276 (Sept 22, 1984)

K.B. Bota and R.E. Mickens

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J. Sound Vib., 96 (2), pp 277-279 (Sept 22, 1984), 6 refs

V. Ramamurti and P. Balasubramanian

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J. Sound Vib., 96 (4), pp 513-515 (Oct 22, 1984), 2 tables, 5 refs

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J. Sound Vib., 96 (4), pp 516-520 (Oct 22, 1984), 6 figs, 2 refs

M.D. Wiggins-Grandison and R.E. Mickens

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J. Sound Vib., 92 (1), pp 165-166 (Nov 8, 1984), 6 refs

F.J. Fahy

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J. Sound Vib., 92 (1), pp 168-170 (Nov 8, 1984), 1 fig, 1 ref

T. Irie, G. Yamada, and Y. Muramoto

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J. Sound Vib., 92 (1), pp 171-175 (Nov 8, 1984), 5 tables, 10 refs

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J. Sound Vib., 92 (3), pp 526-530 (Dec 8, 1984), 3 figs, 3 tables, 4 refs

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**Sensitivity of Stochastic Systems to Initial Conditions**

J. Sound Vib., 92 (4), pp 645-649 (Dec 22, 1984), 3 figs, 2 tables, 5 refs

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J. Sound Vib., 92 (4), pp 653-657 (Dec 22, 1984), 4 figs, 4 refs

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J. Sound Vib., 92 (4), pp 658-661 (Dec 22, 1984), 3 figs, 3 refs

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J. Sound Vib., 22 (1), pp 140-143 (Mar 8, 1985) 5 tables, 3 refs

V.H. Cortinez and P.A.A. Laura  
**Vibrations and Buckling of a Non-Uniform Beam Elastically Restrained Against Rotation at One End and with Concentrated Mass at the Other**  
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## FEATURE ARTICLES

	ISSUE	PAGES
Watkinson, P.S. <b>Sound Intensity Measurement</b>	1	3-13
De, Sasadhar <b>The Effects of Seismic Waves</b>	2	3-32
Munjal, M.L. <b>Recent Advances in the Analysis of Exhaust Mufflers</b>	3	3-16
Reddy, J.N. <b>A Review of the Literature on Finite-Element Modeling of Laminated Composite Plates</b>	4	3-8
Abdulhadi, M.I. <b>Stiffness and Damping Coefficients of Rubber</b>	5	3-9
Rades, M. <b>Frequency Domain Experimental Modal Analysis Techniques</b>	6	3-15
Kelly, J.M. <b>Asismic Base Isolation</b>	7	3-14
deSilva, C.W. <b>Computer-Automated Failure Prediction in Mechanical Systems under Dynamic Loading</b>	8	3-12
Adeli, H. and Sierakowski, R.L. <b>Impactor Interaction with Concrete Structures — Local Effects</b>	9	3-16
Jones, D.I.G. <b>High Temperature Damping of Dynamic Systems</b>	10	3-5
Bert, C.W. <b>Research on Dynamic Behavior of Composite and Sandwich Plates — IV</b>	11	3-15
Laura, P.A.A. <b>Acoustic Emissions from Wire and Synthetic Ropes</b>	12	3-5



# LITERATURE REVIEWS

	ISSUE	PAGES
Abrate, S. Continuum Modeling of Latticed Structures	1	15-21
Jones, S. Recent Progress in the Dynamic Plastic Behavior of Structures. Part IV	2	35-47
Lalanne, M. Vibration Problems in Jet Engines	3	19-24
Etsion, I. Mechanical Face Seal Dynamics Update	4	11-15
D'Angelo, III, C., Alvarado, N.T., Wang, K.W., and Mote, Jr., C.D. Current Research on Circular Saw and Band Saw Vibration and Stability	5	11-23
Gopalan, T.V. and Nagabhushana, G.R. Flexural Rigidity of Stranded Cables	6	17-20
Johns, D.J. Wind-Excited Behaviour of Structures IV	7	17-34
Vaicaitis, R. Noise Transmission into Propeller Aircraft	8	15-20
Sathyamoorthy, M. Recent Research in Nonlinear Analysis of Beams	9	19-27
Reinhorn, A.M. and Mandlis, G.D. Current State of Knowledge on Structural Control	10	7-16
Beards, C.F. Damping in Structural Joints	11	17-20
Long, D.F. and Arndt, R.E.A. Recent Research on Turbulent Flow Noise Mechanisms	12	7-15

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 Adams, Jr., M.L.  
 Agrawal, B.N.  
 Allaire, P.E.  
 Al-Mousawi, M.  
 Arndt, R.E.A.  
 Bahar, L.Y.  
 Baker, W.E.  
 Barrett, L.  
 Beards, C.F.  
 Beltzer, A.I.  
 Bernard, J.E.  
 Bert, C.W.  
 Blanks, H.S.  
 Broek, D.  
 Bucci, R.  
 Camras, M.  
 Caseiro, C.  
 Chang, C.H.  
 Chen, S.-s.  
 De, S.  
 deSilva, C.W.  
 DiMaggio, F.L.  
 Dökmeçi, M.C.  
 Dubey, R.N.  
 Etsion, I.  
 Etter, P.C.  
 Ewins, D.J.  
 Flack, R.D.  
 France, D.  
 GangaRao, H.V.S.  
 Genin, J.  
 Gibson, R.F.  
 Ginsberg, J.H.  
 Gopalakrishnan, S.

Goranson, U.  
 Greif, R.  
 Griffin, M.J.  
 Gupta, A.D.  
 Halford, G.  
 Hertzberg, R.  
 Hofer, K.  
 Holmes, R.  
 Holzer, S.  
 Hundal, M.S.  
 Huseyin, K.  
 Ibrahim, R.A.  
 Ignaczak, J.  
 Iwatsubo, T.  
 Jaske, C.  
 Johns, D.J.  
 Jones, D.I.G.  
 Jones, N.  
 Kelly, J.M.  
 Kiger, S.A.  
 Krajcinovic, D.  
 Laflen, J.H.  
 Lalanne, M.  
 Landgraf, R.  
 Leis, B.N.  
 Leissa, A.  
 Longinow, A.  
 Malanoski, S.  
 Manolis, G.D.  
 Massoud, M.  
 Mazumdar, J.  
 Metwalli, S.M.  
 Miller, V.  
 Milsted, M.G.  
 Mindlin, H.

Mote, C.D.  
 Mulcahy, T.M.  
 Munjal, M.L.  
 Nakra, B.C.  
 Nicholson, D.  
 Peppin, R.J.  
 Platzer, M.F.  
 Plunkett, R.  
 Popplewell, N.  
 Rades, M.  
 Ramamurti, V.  
 Rao, D.K.  
 Rao, J.S.  
 Rao, S.S.  
 Reddy, J.N.  
 Reifsnider, K.  
 Roberts, J.B.  
 Romilly, N.  
 Rungta, R.  
 Sankar, T.S.  
 Sathyamoorthy, M.  
 Saunders, H.  
 Shapton, C.W.  
 Shetty, D.  
 Sierakowski, R.L.  
 Soltis, L.  
 Spanos, P.D.  
 Stadelbauer, D.  
 Ting, E.C.  
 To, C.W.S.  
 Tondl, A.  
 Triantafyllou, M.  
 Vaičaitis, R.  
 Watkinson, P.  
 Witlin, G.

# AUTHOR INDEX

- A -

Abbas, B.A.H.....	2264	Akiyama, A.....	2242
Abdel-Ghaffar, A.M.....	467	Akiyama, Y.....	2069
Abdulhadi, M.I.....	1955	Akkari, M.M.....	570
Abdulrahman, S.H.....	700	Akkas, N.....	1939
Abdul-Salam Alani, H.R.....	1737	Akkok, M.....	543
Abd-El-Rahman, M.A.M.....	1876	Aknine, A.....	1365, 1652
Abd-Rabbo, A.....	2311	Aksu, G.....	581
Abe, T.....	51, 1556	Aktan, A.E.....	97, 481
.....	1811	Akylas, T.R.....	385
Abel, I.....	1839	Alam, M.....	1498
Abhyankar, N.S.....	1157	Alam, N.....	2290
Abramowicz, W.....	1130, 1131	Alberg, H.....	206
Abrate, S.....	796	Albers, W.F.....	1925
Achenbach, J.D.....	620, 997	Albrecht, G.....	397
.....	1674, 2145	Alderson, M.A.H.G.....	1804
Acosta, A.J.....	1071, 1073	Aleamar, J.D.....	2120
Adali, S.....	1168, 1898	Alemdaroglu, H.N.....	1476
Adams, M.L.....	209, 712	Alforque, R.....	1918
Adams, Jr., M.L.....	655	Ali, R.....	854
Adams, R.D.....	793, 2373	Ali, S.A.....	560
.....	2391, 2525, 2544	Aljaweini, S.M.....	721
Adams, R.G.....	1275	Allaire, P.E.....	193, 1072
Adams, Jr., W.M.....	1550	Allard, J.F.....	1365, 1652
Adamson, Jr., T.C.....	815	Allemang, R.J.....	633, 1437
Adcock, J.....	1434	Allen, D.H.....	2491
Aggarwal, J.K.....	851	Allen, R.H.....	469
Aggarwal, M.L.....	327	Alvarado, N.T.....	2203
Agrawal, B.N.....	2476, 2488	Alwar, R.S.....	541
Aguilar, J.....	1289	Alwis, W.A.M.....	2280
Aguirre R., J.....	2162	Alzheimer, J.M.....	2300
Aguirre R., J.E.....	2157	Al-Mousawi, M.M.....	70
Ahlbeck, D.R.....	2037	Al-Sheikh, A.M.S.....	2457
Ahmad, M.F.....	738	Amada, S.....	584
Ahmadi, G.....	486	Amdahl, J.....	2404
Ahmadian, M.....	1254, 2188	Amin, A.M.M.....	2394
Ahmed, K.M.....	675	Amirouche, M.L.....	1664, 2494
Ahn, T.Y.....	2025, 2026	Amos, R.J.....	2046
Ahrens, H.....	1777	Andersen, G.C.....	2498
Ahuja, K.K.....	93	Anderson, C.A.....	575
Ahuja, S.....	1025	Anderson, D.L.....	732
Aida, T.....	559	Anderson, M.J.....	945, 946
Aihara, Y.....	2576	.....	2301
Aillaud, P.....	107	Anderson, M.S.....	2499
Aindow, A.M.....	1245	Anderson, W.J.....	191
Aita, S.....	1102, 1292	Ando, J.....	2584
Aizawa, T.....	416, 1487	Ando, Y.....	2469
Akgun, M.....	1644	Andrews, R.P.....	1276
Akimoto, T.....	592	Andronikou, A.M.....	187
		Angel, Y.C.....	1674
		Angell, J.C.....	862

Anile, A.M..... 622, 624  
 Annis, J.R..... 1422  
 Ansari, J..... 1623  
 Antolovich, S.D..... 137  
 Anton, E..... 204, 225  
 Aoki, M..... 702  
 Aoki, S..... 96  
 Aoshima, N..... 396  
 Apetaur, M..... 2050, 2051  
 Appa, K..... 2464  
 Appel, H..... 1299  
 Arai, H..... 29  
 Arai, J..... 283  
 Arai, N..... 2082  
 Arakawa, N..... 1414, 1712  
 Araki, K..... 546  
 Arambages, A..... 2512  
 Arczewski, K..... 1984  
 Ardayfio, D.D..... 861  
 Arii, R..... 228  
 Ariyoshi, S..... 711  
 Arizmendi, L..... 1403  
 Ari-Gur, J..... 732  
 Arora, J.S..... 190, 1489  
 Arrowsmith, D.K..... 643  
 Arroyo, A.G..... 837  
 Artiles, A..... 1575  
 Arya, A.S..... 1788  
 Asada, Y..... 1403  
 Asami, T..... 1129, 2131  
 Asfar, K.R..... 1269  
 Asfura, A..... 763  
 Asfura Facuse, A..... 2344  
 Ashida, M..... 791  
 Ashley, C.E..... 766  
 Ashley, H..... 520  
 Askar, A..... 1976, 1977  
 Asnani, N.T..... 2290  
 Astaneh-Asl, A..... 65  
 Astley, R.J..... 656  
 Atadan, A.S..... 852, 1253  
 ..... 2605  
 Atluri, S.N..... 2481  
 Atsumi, M..... 981  
 Auckland, D.W..... 1057  
 August, R..... 903  
 Austin, C.D..... 2458  
 Austin, M.D..... 2449  
 Autrusson, B..... 27  
 Au-Yang, M.K..... 1457, 2226  
 Avanessian, V..... 879  
 Avdelas, A.V..... 2360  
 Avitabile, P..... 149  
 Avva, V.S..... 618  
 Axelrad, D.R..... 1199  
 Axelsson, H..... 333  
 Axisa, F..... 23, 2326, 2329

Axton, G.E..... 2158  
 Ayabe, T..... 2523

- B -

Babbivale, V.K..... 1331  
 Babu, B.J.C..... 2557  
 Bachschmid, N..... 220  
 Bachtell, E.E..... 2500  
 Backteman, O..... 498  
 Badawy, E.M..... 1499  
 Badley, M..... 1656  
 Bagga, K.S..... 2431  
 Bagley, R.L..... 2134  
 Bahar, L.Y..... 1250  
 Bailey, P.A..... 1092  
 Bailey, R.T..... 2308  
 Bainum, P..... 1310  
 Bajaj, A.K..... 2187  
 Bajer, C.I..... 731  
 Baker, J.M..... 2418  
 Baker, K.A..... 1326  
 Baker, M..... 2489  
 Baker, R.N..... 505  
 Baker, W.E..... 356, 1375  
 Balas, G.J..... 2501  
 Balasubramania..... 542  
 Balda, M..... 5, 413  
 Baldwin, E..... 1556  
 Baldwin, R.M..... 67  
 Balendra, T..... 472, 495  
 ..... 568, 2029  
 Bamberger, A..... 1384  
 Bampton, M.C.C..... 2300  
 Banaszak, D..... 1413  
 Bandow, H.E..... 1579, 1580  
 Banerjee, B..... 1912  
 Banerjee, J.R..... 519, 2262  
 Banerjee, P.K..... 1285  
 Banerjee, S..... 106  
 Banwatt, A.S..... 1531  
 Bapat, C.N..... 2138  
 Barasch, M..... 1483  
 Barauskas, R..... 1184  
 Barger, J.E..... 927  
 Barghouthi, A.F..... 235  
 Barker, D.B..... 1223  
 Barkley, R.C..... 350, 352  
 Barnard, R.D..... 1181  
 Barnes, C.R..... 1407  
 Barnett, J.O..... 1569  
 Barr, A.D.S..... 562, 701  
 ..... 1962  
 Barrett, L.E..... 193  
 Barson, C.W..... 2043  
 Barta, D.A..... 42, 945, 946, 2301

Bartels, M.....	1263	Berger, H.L.....	212
Barton, F.W.....	193	Berges, H.P.....	1063
Baruch, M.....	178	Bergman, L.A.....	2408, 2580
Baruh, H.....	2608	Bergmann, M.....	2071
Bar-on, E.....	759	Berkhout, A.J.....	1190
Basel, R.....	523, 525	Berlinsky, Y.....	759
Basol, M.....	880	Berman, A.....	853
Basu, R.I.....	1099	Berman, D.....	2116
Bathe, K.-J.....	2361	Berman, J.H.....	2463
Batina, J.T.....	1946, 2472	Bernard, J.E.....	1814
.....	2577	Bernardo, J.M.....	1405
Batson, G.B.....	778	Berndt, C.C.....	1680
Batterham, A.J.....	1766	Bernhard, R.....	1307
Baudrenghien, P.A.....	1005	Bernhard, R.J.....	2603
Bauer, H.....	1829	Bernitsas, M.M.....	191
Bauer, H.F.....	122, 692	Berry, H.M.....	2577
.....	782	Berry, L.D.....	2167
Baum, A.S.....	1417, 1418	Berryman, J.G.....	2189
Baumann, H.....	831	Bert, C.W.....	933, 1598
Bavonese, J.....	2506	.....	2539
Baxter, S.M.....	1351	Bert, D.R.....	2539
Baxter, W.J.....	1231	Bertaut, C.....	1102
Bayati, A.....	833	Bertero, V.V.....	97, 481
Beards, C.F.....	1607	Berthold, J.....	455
Bearman, P.W.....	2269	Bertke, R.S.....	1574
Beattie, K.R.....	1851, 1852	Bertram, A.....	819
Beatty, M.F.....	1589	Beskos, D.E.....	1618
Beatty, R.F.....	1973	Best, G.....	1086
Beauchamp, P.P.....	1318	Bettadapur, S.S.....	2500
Beaulieu, G.....	2255	Betts, W.S.....	838
Bech, A.....	1789, 1809	Betzina, M.D.....	2005
Becker, O.....	2322	Beyers, M.E.....	1475
Bedford, A.....	985, 2352	Bezler, J.....	259
Beermann, H.J.....	2527	Bezler, P.....	1291, 1918
Beeuwkes, Jr., R.....	617	Bhadra, P.....	308
Beigelman, Z.....	540	Bhagat, R.B.....	2143
Beissner, K.....	768, 1928	Bhaskaran, T.A.....	126
Beissner, R.E.....	1642	Bhat, G.I.....	1066
Bekey, G.A.....	187	Bhat, M.S.....	2396
Beliveau, J.-G.....	1735, 2581	Bhat, R.....	1280
Bell, R.....	2105	Bhat, R.B.....	1015, 1612
Belvin, W.K.....	569	Bhatia, K.G.....	2057, 2058
Belyaev, A.K.....	848	Bhatia, R.S.....	1902
Belytschko, T.....	175, 1035	Bhattacharyya, R.....	1503
.....	2186	Bhatti, M.A.....	1615
Benaroya, H.....	2574	Bhatti, M.H.....	1517, 1784
Benda, B.J.....	326	Bhujanga Rao, V.....	1651
Benedetti, D.....	667	Bieber, E.....	2031
Benedetto, G.....	330, 1935	Bielawa, R.L.....	1760
Bennett, M.D.....	1824	Bieniek, M.P.....	2586
Bennighof, J.K.....	2611	Biezad, D.J.....	1542
Bennouna, M.M.....	1162, 1163	Bigret, R.....	1278
Bentley, W.M.....	2179	Billing, J.R.....	1282
Bently, D.E.....	1137, 1267	Bindal, V.N.....	835
Benzoni, G.M.....	667	Blachut, J.....	1166
Berczynski, S.....	461	Black, W.E.....	838
Bergamaschi, S.....	727	Blackwelder, R.F.....	2234



Blair, M.A..... 1471, 2150  
 Blakely, K..... 1750, 2001  
 Bland, S.R..... 1300  
 Bland, T.L..... 1851, 1852  
 Blech, J.J..... 120  
 Blevins, J.G..... 2478  
 Blevins, R.D..... 2304, 2324  
 Block, P.J.W..... 403, 952  
 Blomquist, D.S..... 2173  
 Blouin, S.E..... 2219  
 Bloy, A.W..... 2348  
 Boddington, P.H.B..... 549  
 Bodlund, K..... 1677  
 Boelcs, A..... 222  
 Bofilios, D.A..... 1544, 2561  
 Bogacz, R..... 681  
 Bogdanoff, J.L..... 132, 2606  
 Bogy, D.B..... 1725  
 Bohao, S..... 1772  
 Bohlen, S..... 1988  
 Boissonnade, A.C..... 969  
 Bojadziev, G.N..... 850  
 Bolding, R.M..... 358  
 Bolleter, U..... 2307  
 Bolton, J.S..... 399  
 Bolton, M.D..... 2345  
 Bonakdarzadeh, S..... 437  
 Bonciani, L..... 1064  
 Bonissone, P.P..... 2161  
 Bonnecase, D..... 1435  
 Book, W.J..... 38  
 Booker, J.F..... 278  
 Boone, M.M..... 1190  
 Borggrafe, J..... 455  
 Borri, M..... 2191  
 Borthwick, W.K.D..... 857  
 Bosnik, J.R..... 1146  
 Bostian, D.A..... 755, 1907  
 Bostic, S.W..... 2595  
 Bouchard, D..... 1961  
 Bouchard, G..... 1725  
 Bouchon, M..... 1193  
 Bourgeois, J.M..... 1481  
 Bourne, F.R..... 697  
 Bouten, H..... 1897  
 Bouwkamp, J.G..... 1785  
 Bowles, P.J..... 1599  
 Bowman, L.M..... 1260  
 Bowman, M.D..... 548  
 Boxwell, D.A..... 1846  
 Boymel, A..... 911  
 Brabant, F..... 24  
 Bradford, E.W..... 2391  
 Bragdon, C.R..... 1118  
 Branagan, L.A..... 1072  
 Branch, H.D..... 704, 708  
 Brandeis, J.P..... 2017

Brandl, F.K..... 2016  
 Brandon, J.A..... 989  
 Bras, J.C.M..... 1136  
 Brazier-Smith, P.R..... 966  
 Breitling, U..... 1866  
 Brennan, M..... 2456  
 Brenneman, B..... 378  
 Brennen, C.E..... 1071, 1073  
 Brindley, J..... 57, 58  
 Brinkman, B.A..... 1719  
 Britcher, C.P..... 1971  
 Brock, L.M..... 1671, 2142  
 ..... 2355  
 Brockman, R.A..... 34  
 Brod, K..... 604  
 Brodzinski, R..... 1321  
 Brodzinski, R.P..... 1445  
 Brooks, T.F..... 1370  
 Brosh, A..... 2127  
 Brown, A.L..... 1558  
 Brown, A.P..... 1678  
 Brown, D.L..... 1437, 1694  
 Brown, G.V..... 406  
 Brown, J.E..... 1568  
 Brown, J.M.B..... 1488  
 Brown, P.R..... 2049  
 Brown, R.D..... 294, 1150  
 Brown, R.N..... 904  
 Brown, T.A..... 1705  
 Brown, W.H..... 93, 2571  
 Bruckstein, A.M..... 1981  
 Brudar, B..... 840  
 Brumen, C..... 2235  
 Bruneau, A.M..... 2123  
 Bruneau, M..... 2123  
 Brunelle, E.J..... 1336, 1925  
 Bruns, H..... 1817  
 Bryanston-Cross, P..... 2514  
 Bublitz, P..... 1383  
 Bucker, H.P..... 2353  
 Buckholz, R.H..... 900  
 Buffinton, K..... 2398  
 Bui-Quoc, T..... 141  
 Bujanovic, B..... 427  
 Buland, P..... 107  
 Bull, M.K..... 84  
 Bulman, D.N..... 1865  
 Bulmash, G..... 344  
 Bundas, D.J..... 657  
 Burd, A.N..... 693  
 Burd, G.S..... 2377  
 Burdett, J.S..... 1560  
 Burdick, R.B..... 1428  
 Burger, W..... 831  
 Burroughs, C.B..... 755, 1907  
 Burrows, C.R..... 280, 1214  
 Burrows, G.W..... 1650

Burton, T.D..... 1037, 1982  
 Busby, H..... 823  
 Busturia, J.M..... 1462  
 Byrne, K.P..... 1372

- C -

Cabannes, H..... 1588  
 Cai, Qigong..... 2079  
 Calarese, W..... 1309  
 Caldersmith, G.W..... 921  
 Calico, R.A..... 250, 250  
 Calladine, C.R..... 1861  
 Calleson, R.E..... 2498  
 Cameron, D.W..... 1667  
 Campbell, G.E..... 369  
 Campbell, W.R..... 2169  
 Campos, L.M.B.C..... 947  
 Can, M..... 1976, 1977  
 Cao, Zhiyuan..... 2220  
 Caplot, M..... 1848  
 Caradonna, F.X..... 2248  
 Carasso, A.S..... 2153  
 Carbone, A..... 1174  
 Cardona, A..... 668, 856  
 ..... 2190  
 Carey, J.H..... 2177  
 Carey, J.J..... 117  
 Cargile, J.D..... 435  
 Carley, T.G..... 296  
 Carne, T.G..... 630, 1164  
 ..... 1284  
 Carpinteri, Al..... 69  
 Carpinteri, An..... 69  
 Carrascosa, L.I..... 1462  
 Carta, F.O..... 2233  
 Caruso, H..... 2617  
 Cassenti, B.N..... 990  
 Castagna, J..... 1687  
 Castellani, A..... 1723  
 Catlin, J.B..... 2180  
 Caughey, T.K..... 828, 1073  
 Cave, L.E..... 217  
 Cazier, F.W..... 1843  
 Cazzoli, E.G..... 440  
 Ce, Zhang..... 1325, 1585  
 Ceballos, D.C..... 1554  
 Cecen, H..... 484, 485  
 Cegielski, E..... 1342  
 Censor, D..... 811  
 Cerami, A..... 878  
 Cerwin, S.A..... 2382  
 Chakrabarty, S.K..... 934  
 Chakravarthy, S.R..... 1113  
 Chalke, T.J..... 234  
 Chamis, C.C..... 264, 1050

Champion, D.F..... 527  
 Chan, Eng Soon..... 568  
 Chan, H.F..... 1558  
 Chan, R..... 1558  
 Chan, S.P..... 1908, 2296  
 Chan, T.F..... 417  
 Chandler-Wilde, S..... 2347  
 Chandra, B..... 1788  
 Chandra, S..... 982  
 Chandrashekara, K..... 1911  
 Chang, A.T..... 698  
 Chang, Cheng-Song..... 2075  
 Chang, Chia-Ou..... 2137  
 Chang, C..... 1927  
 Chang, Hsiu Guo..... 2366  
 Chang, H.S..... 53  
 Chang, I.-J..... 1921  
 Chang, J.B..... 377  
 Chang, J.-H..... 1711  
 Chang, K.T..... 240  
 Chang, P.C..... 572  
 Chang, Rong-Yeu..... 177, 1998  
 Chang, Shyang..... 2474  
 Chang, Si..... 1430  
 Chang, Y.S..... 394  
 Chang, Y.W..... 192, 882  
 ..... 1293  
 Chapman, D.A..... 553  
 Charles, C..... 1611  
 Chattopadhyay, A..... 1160, 2534  
 Chaturvedi, S.K..... 2135  
 Chaudhury, G.K..... 1294  
 Chen, C.K..... 1510  
 Chen, Huei-Tsyr Jeremy..... 1525  
 Chen, Huo-Wang..... 342  
 Chen, H.-Ming..... 2600  
 Chen, H.Q..... 240  
 Chen, Jay-Chung..... 183, 825  
 ..... 1595  
 Chen, Jeng-Shyong..... 1426  
 Chen, Jingyu..... 1440  
 Chen, Jinn-Kuen..... 1661  
 Chen, J.C..... 1105  
 Chen, K.C..... 549  
 Chen, Lien-Wen..... 80, 311  
 ..... 744, 1614, 1619  
 Chen, Ping-Chih..... 1900  
 Chen, P..... 593, 594  
 ..... 595  
 Chen, P.S..... 991  
 Chen, Qiangen..... 1716  
 Chen, R.Z..... 1535  
 Chen, Shyi-Yaung..... 2609  
 Chen, Su-Huan..... 1717, 1733  
 ..... 1736  
 Chen, S..... 1768  
 Chen, S.C..... 1376

Chen, S.S..... 116, 328  
 ..... 983, 1347, 1635, 2314  
 Chen, T.K..... 2473  
 Chen, Wei-zhang..... 660  
 Chen, Wen-Hwa..... 2093  
 Chen, W.C..... 1587  
 Chen, Yaodong..... 1730  
 Chen, Y.C..... 72  
 Chen, Y.N..... 2307, 2336  
 Chen, Y.S..... 1578  
 Chen, Zhongyi..... 1688  
 Cheng, Yaodong..... 1432, 1716  
 Chenoweth, J.M..... 2318, 2319  
 Cheung, J.T..... 2000  
 Cheung, Y.K..... 154, 924  
 ..... 925  
 Chevalier, Y..... 623  
 Chi, M..... 1601  
 Chi, R.M..... 2517  
 Chia, C.Y..... 81  
 Chiang, C.K..... 2550  
 Chiang, S.L..... 2590  
 Chiang, Yao-Chung..... 1638  
 Chiang, Y.C..... 2106  
 Chiarito, V.P..... 1530  
 Chiba, Y..... 535  
 Childs, D.W..... 292, 1148  
 ..... 1155, 1505  
 Childs, E..... 964  
 Childs, M.E..... 2109  
 Chino, A..... 980  
 Chipman, R..... 2468  
 Chiu, C.S..... 2367  
 Cho, D..... 1864  
 Cho, U.Y..... 1104  
 Choi, D..... 1711  
 Choi, S.R..... 68  
 Chokshi, J.V..... 1455  
 Chona, R..... 2403  
 Chonan, S..... 2546  
 Chong, F.S..... 215  
 Chopra, A.K..... 496, 1287  
 ..... 1529  
 Chopra, I..... 1870  
 Chou, Chaur-Mi..... 1425, 1493  
 Chou, K.C..... 1354  
 Chou, Yuan-Fan..... 1426, 1714  
 Choudhuri, S.K. Roy..... 145  
 Chow, C.Y..... 2367  
 Chow, L.C..... 674  
 Chow, Y.K..... 1741, 1952  
 Christ, W..... 1823  
 Christian, R.S..... 575  
 Christopher, P.A.T..... 363  
 Chu, F.H..... 1448, 1700  
 Chu, Kuang-Han..... 503, 1517  
 Chu, K.H..... 1784

Chu, Yiqing..... 2065  
 Chuang, S.L..... 92  
 Chuang, T.Y..... 324, 326  
 Chucheeepsakul, S..... 1810  
 Chugh, A.K..... 2036  
 Chun, R.C..... 324, 1105  
 Chung, H..... 983  
 Chung, I.S..... 2423  
 Chung, Yung-Tseng..... 1471, 2589  
 Clark, G..... 1700  
 Clark, G.A..... 1552  
 Clark, M..... 1411  
 Clarkson, B.L..... 59, 79  
 Clay, C.S..... 1368  
 Cleghorn, W.L..... 66, 906  
 Clifton, M.A..... 1412  
 Clifton, R.J..... 174  
 Clough, R.W..... 240, 1986  
 Coe, C.J..... 1479  
 Coetzee, G.J..... 1278  
 Cohen, R..... 451  
 Cole, J.D..... 1113  
 Cole, R.A..... 345  
 Cole, S.R..... 2598  
 Cole, III, J.E..... 512  
 Colijn, H..... 2028  
 Collette, A.C..... 2179  
 Collins, R.L..... 1423  
 Coltman, J.W..... 896  
 Combescure, A..... 107  
 Compton, W.H..... 1012  
 Comstock, T.R..... 1423  
 Conle, A..... 2375  
 Conlisk, A.T..... 1938  
 Conrad, P..... 1829  
 Consigny, H..... 362  
 Constantinou, M.C..... 489, 795  
 ..... 1127  
 Cook, N.J..... 1085  
 Cook, W.H..... 1242  
 Cookson, R.A..... 118  
 Corazao, M..... 994  
 Cordner, D.A..... 279  
 Corelli, D..... 1419  
 Corley, J.E..... 2032, 2176  
 Cornell, C.A..... 646, 1669  
 Corotis, R.B..... 1354  
 Cortinez, V.H..... 1904  
 Costantino, C.J..... 938  
 Costley, R.D..... 985  
 Cottin, N..... 1469  
 Coulton, A.C..... 1018  
 Counihan, J..... 2292  
 Countryman, M..... 1594  
 Coupry, G..... 1648  
 Crabb, H.C..... 1536  
 Craggs, A..... 1026, 1277

Craig, J.I..... 2193  
 Craig, Jr., R.R..... 1471, 2150  
 ..... 2589  
 Craighead, I.A..... 2049  
 Cramer, H..... 1799  
 Cramond, A.J..... 1929  
 Crandall, S.H..... 112, 1203  
 Crawford, M.L..... 109  
 Crawley, E.F..... 1213, 2484  
 ..... 2485, 2515, 2607  
 Crema, L.B..... 1723  
 Croker, M.D..... 2420  
 Crolla, D.A..... 2048  
 Croolijmans, M.T.M..... 202  
 Crouse, C.B..... 832  
 Crowley, J..... 1241, 1438  
 ..... 1442, 1691  
 Crowley, J.R..... 1701  
 Crowley, S..... 1718  
 Crowley, S.M..... 1437, 1701  
 Cudworth, C.J..... 208  
 Cummings, A..... 1921  
 Cummings, J.M..... 1027  
 Cummings, R.M..... 521  
 Cuntze, R..... 1271  
 Curfman, R.L..... 2007  
 Curling, L.R..... 2306, 2321  
 Curreri, P..... 259  
 Currie, I.G..... 2275  
 Curtis, D.J..... 1082  
 Cuschieri, J.M..... 674, 774  
 Cutts, D.G..... 990, 1570  
 ..... 2415  
 Cveticanin, L..... 1762  
 Cveticanin, L.J..... 231  
 Czajkowski, E..... 1153  
 Czekański, C..... 725, 726  
 ..... 1597  
 Czichos, H..... 48

- D -

Daemen, J.J.K..... 350, 351  
 ..... 352, 354  
 Dahl, M.D..... 2570  
 Dahlberg, T..... 1783  
 Daimaruya, M..... 1328  
 Dainton, L.J..... 118  
 Dale, A.K..... 2048  
 Daly, A..... 1090  
 Dambra, F..... 894  
 Damname, G..... 605  
 Damongeot, A..... 894  
 Danek, O..... 4, 1042  
 ..... 1206, 2397  
 Danesi, A..... 252

Daniel, B.R..... 400  
 Daniel, I.M..... 159  
 Daniels, R..... 1546  
 Danielski, J..... 588  
 Darbre, G.R..... 470, 671  
 Darcing, D.W..... 1775  
 Darvizeh, M..... 756  
 Dasgupta, G..... 2216  
 Dat, R..... 893  
 Datta, S.K..... 944, 1002  
 ..... 1349, 1527  
 Davenport, A.G..... 663, 1353  
 David, J.W..... 855, 1502  
 Davies, M..... 1052  
 Davies, M.R.D..... 2514  
 Davies, T.G..... 1285  
 Davies, W.G.R..... 1767  
 Davis, A.D..... 2559  
 Davis, M.W..... 1561  
 Davis, R.E..... 575  
 Davis, S..... 2052  
 Dawkins, W.P..... 652  
 Dawson, G..... 2002  
 Dawson, T.H..... 1807  
 Day, W.B..... 1758  
 De, S..... 1001, 1945  
 de Belleval, J.F..... 2341  
 de Hoop, A.T..... 1194  
 de Luis, J..... 2484  
 De Natalini, L.B..... 2287  
 de Silva, C.W..... 625  
 Deane, A..... 349  
 Debenedetti, M..... 261  
 Decha-Umphai, K..... 729, 2554  
 Dede, M..... 2110  
 Dede, M.M..... 1212  
 Deel, J.C..... 1698  
 Deepak, D..... 1825  
 Degallaix, S..... 1227  
 Degrez, G..... 776  
 Dehghanyar, T..... 613  
 DeJong, R.G..... 2434  
 DeKraker, A..... 202  
 Del Vescovo, D..... 1647  
 Delage, P..... 2123  
 Delsanto, P.P..... 2120  
 DeMay, A..... 1649  
 Demic, M..... 2061  
 Demsetz, L.A..... 1595  
 Denbigh, P..... 959  
 Dendrou, B..... 2425  
 Deng, Y.C..... 2142  
 Dennis, Jr., B.G..... 1601  
 Dentry, C.S..... 2231  
 Deobald, L.R..... 2132  
 Der Kiureghian, A..... 763, 1356  
 ..... 1358, 1378

Derucher, K..... 374  
 Desanghere, G..... 1456  
 Desouza, J.A.M.F..... 859  
 DesRochers, C.G..... 2230  
 Desseaux, A..... 2326  
 Detroux, P..... 86  
 DeVilbiss, C.E..... 1853  
 Dewhurst, R.J..... 1245  
 Dhalla, A.K..... 2302  
 Diachok, O..... 2116  
 Diana, G..... 220  
 Diarra, C.M..... 1310  
 Dibner, B..... 248  
 Dietrich, C..... 1045  
 Dieulesaint, E..... 813  
 Diez, G..... 1904  
 Dill, J.F..... 1579, 1580  
 Dimitriadis, E.K..... 332  
 Dimsdale, J.S..... 188  
 Dinyavari, M.A.H..... 2519  
 Dittmar, J.H..... 11  
 Dixon, J..... 2015  
 Dixon, M.W..... 697  
 Djoldasbekov, U.A..... 199  
 Djukic, D.S..... 424  
 Dobb, Jr., A.B..... 271  
 Dobbs, N..... 2110  
 Dobson, B.J..... 1458  
 Dodge, F.T..... 2588  
 Dogan, M..... 1212  
 Dokainish, M.A..... 2305  
 Dolling, D.S..... 1380  
 Dombrowski, T.R..... 1141  
 Dominy, J..... 1865  
 Domke, H..... 1897  
 Don, C.G..... 1929  
 Donaldson, I.S..... 2328  
 Done, G.T.S..... 892  
 Dong, S.B..... 1165, 2281  
 Donovan, D.A..... 165  
 Doong, Ji-Liang..... 80, 311  
 ..... 1619  
 Doorman, K.W.F.M..... 102  
 Dossing, O..... 1831  
 Doughty, S..... 1501, 1506  
 Douglas, B.M..... 664  
 Dourson, S.E..... 2601  
 Dovener, D..... 254  
 Dover, W.D..... 1294  
 Dow, J.O..... 2476  
 Dowding, C.H..... 1521  
 Dowling, A.P..... 2346  
 Dowling, N.E..... 135  
 Doyle, J.P..... 1000, 1459  
 Drake, M.L..... 691, 1574  
 ..... 2237  
 Drewitz, H.-J..... 2437

Du, Gongchen..... 948  
 Du, Qingxuan..... 1038  
 Du, S..... 1658  
 Dubas, M..... 2202  
 Dube, F..... 1030  
 Dubigeon, S..... 1327  
 Dudderar, T.D..... 1676  
 Dufour, R..... 1268  
 Dugan, D.C..... 1833  
 Dugundji, J..... 657  
 Dukkipati, R.V..... 464  
 Dumir, P.C..... 587, 754  
 ..... 1628, 1902, 1905, 2099  
 Dundar, C..... 666  
 Dundurs, J..... 45  
 Dunlop, J.I..... 2066  
 Dusing, J.A..... 2388  
 Dutta, A..... 168  
 Dvorak, F.A..... 2405  
 Dwyer, R.F..... 1545  
 Dyer, D..... 197  
 Dzhuspanov, V.A..... 2227  
 D'Angelo, III, C..... 2203  
 D'Archangelo, J.M..... 1175  
 D'Eleuterio, G.M.T..... 2493  
 D'Souza, A.F..... 1830  
 D'Spain, G.L..... 964

- E -

Earnshaw, J.C..... 2067  
 Eastep, F.E..... 250, 2483  
 Eberle, F..... 1533  
 Ebrahimi, N.D..... 1272  
 Ecker, H..... 207  
 Eckstrom, C.V..... 2470  
 Edin, E..... 331  
 Edney, S.L..... 751  
 Edwards, A.A..... 1216  
 Edwards, P.R..... 1850  
 Eggenberger, A.J..... 41  
 Ehlers, F.E..... 2471  
 Eicher, N..... 182, 429  
 ..... 644  
 Eierman, R.G..... 1066  
 Eilker, R..... 2597  
 Eisler, R..... 1544  
 Eitzen, D.G..... 603  
 Ek, L..... 1337  
 Elber, W..... 1195, 1339  
 ..... 1668  
 Elchuri, V..... 1494  
 Elder, R.L..... 7  
 Elishakoff, I..... 734, 910  
 Elkholy, I.A..... 662  
 Ellaithy, H.M..... 1627, 2211

Ellingwood, B..... 526  
 Elliott, K.B..... 50, 390  
 ..... 1427  
 Elliott, L..... 57, 58  
 Elliott, S.J..... 1920  
 Ellyin, F..... 373, 1026  
 ..... 1277  
 Elmallawany, A..... 2094  
 Elsabee, F..... 335  
 Elvey, J.S.N..... 883  
 Elwany, M.H.S..... 562  
 El-Hifnawy, L.M..... 670  
 El-Raheb, M..... 1643  
 El-Sayed, M..... 1270  
 El-Sharnouby, B.E..... 672  
 Eman, K.F..... 148, 626  
 ..... 2025, 2026  
 Embling, L.V..... 279  
 Emery, A.F..... 68  
 Enflo, B.O..... 1189, 2114  
 Engels, R.C..... 1444  
 Engelstad, R.L..... 1637  
 Engja, H..... 233  
 Engle, R.M..... 377  
 English, R.W..... 1861  
 Enochson, L..... 2390  
 Erdman, A.G..... 2198  
 Erfurt, F..... 462  
 Ericsson, L.E..... 1837, 2465  
 ..... 2531  
 Eriksson, L.J..... 2566  
 Ermer, D.S..... 379  
 Eronini, I.E..... 704, 708  
 Errett, A.J..... 1274  
 Eshleman, R.L..... 227, 2021  
 ..... 2172  
 Esparza, E.D..... 356, 1375  
 Etemad, S..... 68  
 Etsion, I..... 1954, 2085  
 Ettles, C.M.McC..... 543  
 Evans, B.B..... 2012  
 Evans, B.F..... 1067  
 Evans, R.B..... 1655  
 Evan-Iwanowski, R.M..... 747, 748  
 ..... 1357, 1385  
 Evensen, H.A..... 2386  
 Everett, L.J..... 723  
 Eversman, W..... 656, 1120  
 ..... 1990  
 Ewart, T.E..... 767  
 Ewins, D.J..... 1009, 1686

- F -

Faber, W..... 397  
 Fabunmi, J.A..... 797, 2587

Faby, E.Z..... 970  
 Fafitis, A..... 142  
 Fahy, F.J..... 155, 1914  
 Fairley, T.E..... 2044  
 Falco, M..... 291  
 Falkenberg, R.J..... 524  
 Fallar, J.E..... 2244  
 Fallon, W.J..... 2277  
 Fallstrom, P.G..... 498  
 Farid, M.M..... 157  
 Farmer, M.G..... 1965  
 Farvacque, M..... 20  
 Faulkner, M.G..... 2395  
 Favre, B.M..... 245  
 Federn, K..... 366  
 Fehrecke, H..... 1860  
 Feijo, F..... 1453  
 Feik, R.A..... 1678  
 Felgenhauer, H.P..... 1469  
 Felsen, L.B..... 1673  
 Feng, W.Q..... 1334  
 Fenton, D.A..... 929  
 Fenton, R.G..... 66, 906  
 Fenves, G..... 496, 1287  
 ..... 1529  
 Fenves, G.L..... 2221  
 Ferguson, N.S..... 682  
 Ferla, M.C..... 338, 2115  
 Ferman, M.A..... 2460  
 Ferrante, E..... 1119  
 Ferritto, J.M..... 482  
 Fettahlioglu, O.A..... 735, 757  
 Fey, T.A..... 2588  
 Fiala, C..... 26  
 Ficcadenti, G.M..... 297, 1161  
 Fidell, S..... 1556  
 Field, N..... 1016  
 Field, N.L..... 165  
 Fillod, R..... 1435, 1702  
 Finch, R.D..... 1128  
 Finney, J.M..... 2231  
 Fiorito, R..... 1338  
 Firth, D..... 1914  
 Fischer, B..... 1829  
 Fischer, E..... 1263  
 Fischer, G..... 2072  
 Fischer, G.E..... 1055  
 Fischer, M.J..... 970  
 Fitzpatrick, J.A..... 2328  
 Flack, R.D..... 193  
 Fleck, N.A..... 1228  
 Fleeter, S..... 2409  
 Fleischer, H..... 361, 1367  
 Fleming, D.P..... 367, 615  
 ..... 2579  
 Fleming, J.E..... 1423  
 Fleming, J.F..... 2206

Flesch, R. .... 1781  
 Fletcher, J.N. .... 2447  
 Flint, W.H. .... 2427  
 Flower, W.C. .... 2509  
 Floyd, R.E. .... 1681  
 Flynn, D.R. .... 1930  
 Foet, J. .... 1227  
 Foist, B.L. .... 1332  
 Folkestad, G. .... 1094  
 Ford, D.M. .... 2510  
 Formenti, D.L. .... 1433  
 Forys, A. .... 554  
 Foss, S.K. .... 1400  
 Foster, Jr., J.C. .... 1158  
 Foster, R.M. .... 2139  
 Fothergill, D.J. .... 2446  
 Fournay, W.L. .... 2403  
 Foutch, D.A. .... 572  
 Fox, M.J.H. .... 733  
 Fox, R.L. .... 2170, 2171  
 Franchi, E.R. .... 438  
 Francis, D.T.I. .... 2563  
 Frandsen, S. .... 1135  
 Frank, K.H. .... 288  
 Franklin, D.E. .... 1020  
 Franklin, S.N. .... 1548  
 Franssens, G.R. .... 812  
 Fransson, T. .... 222  
 Franzel, R.A. .... 1676  
 Fraser, K.F. .... 1877  
 Frater, J.L. .... 903  
 Freathy, P. .... 1221  
 Frene, J. .... 1152  
 Frey, D. .... 831  
 Freymann, R. .... 689  
 Frick, T.M. .... 2337  
 Fricke, A. .... 1142  
 Friedman, P. .... 688  
 Friedmann, P.P. .... 517, 1308  
 ..... 2519  
 Friedrich, H. .... 1406  
 Frigne, P. .... 2412  
 Friley, J.R. .... 2300  
 Fujii, S. .... 1765  
 Fujikawa, T. .... 224, 1151  
 ..... 1566, 1720  
 Fujimoto, T. .... 916, 2422  
 Fujioka, T. .... 677  
 Fujita, K. .... 2083  
 Fujita, Y. .... 395  
 Fukata, S. .... 2523  
 Fukuda, M. .... 2112  
 Fukumoto, Y. .... 1170  
 Fukushima, A. .... 2140  
 Fuller, C.R. .... 687, 2461  
 ..... 2560  
 Fulton, J.W. .... 1068

Fulton, R.E. .... 2595  
 Furey, M.J. .... 50, 1874

- 6 -

Gabriel, K. .... 1882  
 Gad, E.H. .... 2523  
 Gade, S. .... 2122  
 Gad-el-Hak, M. .... 2234, 2381  
 ..... 2459  
 Gagnon, J.O. .... 1178, 2321  
 Gajdos, J. .... 15  
 Gajewski, A. .... 2279  
 Galczynski, R. .... 873  
 Gallardo, V.C. .... 219  
 Gallo, A.M. .... 1494  
 Galmes, J.M. .... 223  
 Gam, R. .... 2052  
 Ganapathi Rao, D. .... 1513  
 Gandhi, M.L. .... 587, 754  
 ..... 1628, 1905, 2099  
 GangaRao, H.V.S. .... 468  
 Gangwani, S.T. .... 275  
 Gans, R.F. .... 364  
 Gantenbein, F. .... 20, 23, 24  
 ..... 1102, 1289, 1292  
 Gaonkar, G.H. .... 1847  
 Garba, J.A. .... 431, 1595  
 Garcia-Vadillo, E. .... 1828  
 Gardner, J.W. .... 890  
 Garg, V.K. .... 503, 1517  
 ..... 1784  
 Garner, G. .... 982  
 Garnier, J.L. .... 99  
 Garrelick, I.M. .... 512  
 Garrett, L.B. .... 2498  
 Garrison, G.R. .... 1360  
 Gartshore, I.S. .... 2269  
 Garza, R. .... 2155  
 Gasch, R. .... 213  
 Gates, S. .... 2261  
 Gaughan, A.J. .... 282  
 Gaul, L. .... 1988  
 Gaunaurd, G.C. .... 2101  
 Gautesen, A.K. .... 45  
 Gay, D. .... 725, 726  
 ..... 1597  
 Gaylard, M.R. .... 398, 790  
 Gazanhes, C. .... 99  
 Gazarian, A. .... 1126  
 Gazetas, G. .... 795  
 Gbadeyan, J.A. .... 722  
 Ge, Lifeng. .... 2387  
 Geib, Jr., F.E. .... 2379  
 Geisler, D. .... 1718  
 Geissler, W. .... 1944

Gelos, R.....	2287	Goibert, Y.....	1611
Genin, J.....	506	Gold, E.....	399
Genoux, G.....	895	Goldar, D.....	1011
George, A.W.....	248	Goldman, A.....	631
Georgiadis, C.....	1919	Goldman, S.....	638
Georgiadis, H.G.....	576	Goldsmith, W.....	1173
Geraets, L.H.....	86	Goldstein, A.....	2384
Gerasch, W.J.....	1167	Gomuc, R.....	141
Gerlach, C.R.....	115	Gondhalekar, V.....	1140, 1320
Gersch, W.....	1993	Gong, K.F.....	1472
Gerwig, W.....	1317	Gong, Qingxiang.....	514
Geschwindner, Jr., L.F.....	466	Good, J.K.....	2612
Geyer, J.F.....	993	Good, M.C.....	1779
Ghafoory-Ashtiany, M....	104, 669	Goodwin, M.J.....	211
Ghazy, R.....	2418	Goorjian, P.M.....	357
Ghiringhelli, G.L.....	2191	Gordon, D.F.....	2353
Ghlaim, K.H.....	1466	Gorman, D.J.....	310
Ghodsi, A.....	431	Gorman, T.E.....	1701
Ghosh, A.....	350, 353	Goshtasbpour, M.....	1316
Ghosh, M.....	1273	Gossmann, E.....	1256
Ghosh, S.K.....	73, 425	Goto, H.....	791
Giambanco, F.....	973	Goto, M.....	1363
Gibbons, M.P.....	892	Gottenberg, W.G.....	2166
Gibert, P.....	1950	Goudreau, G.L.....	1105
Gibert, R.J.....	23, 24	Gould, J.D.....	2466
.....	2326, 2329	Govindachar, S.....	278
Gibian, G.L.....	2506	Gowda, S.S.....	550
Gibson, R.F.....	1473, 2132	Goyder, H.G.D.....	827, 2312
.....	2135	Goydke, H.....	1352
Giergiel, J.....	1237	Grady, D.E.....	777, 1379
Giesige, Jr., R.J.....	2384	Graham, T.A.....	1298
Gilbert, C.....	530	Graison, J.....	2017
Gilbert, J.A.....	1676	Grandhi, R.V.....	1748
Gilbert, K.E.....	1655	Grandt, Jr., A.F.....	1224
Gillis, P.P.....	1158	Gras, B.T.....	245
Gimenez, J.G.....	1828, 1462	Grassie, S.L.....	679
.....	2053	Gravelle, A.....	362
Ginoux, J.J.....	776	Green, D.....	128
Ginsberg, J.H.....	1942	Green, L.H.....	968
Girgis, S.F.....	1547	Greene, R.R.....	963, 2126
Giri, J.....	915	Greenman, M.J.....	304
Girshowich, S.....	1397	Greenwood, J.C.....	158
Giuliani, S.....	1048	Gregory, D.L.....	630, 1164
Gladwell, I.....	923	.....	1994
Glaser, F.W.....	336	Gregory, R.D.....	923
Glaser, R.J.....	2496	Griffin, J.H.....	1265, 1600
Gleed, G.P.....	304	.....	1665
Glenn, L.A.....	82	Griffin, J.M.....	438
Glew, C.A.W.....	1028	Griffin, K.E.....	1115
Godon, J.L.....	2320	Griffin, M.J.....	2044
Goebel, T.P.....	1113	Griffin, O.M.....	2272
Goel, C.S.....	65	Griffin, R.B.....	634
Goenka, P.K.....	706, 707	Grigoriu, M.....	645
Goeransson, P.....	1169	Grinberg, N.M.....	1225
Goff, R.J.....	2594	Grosserode, P.....	2476
Gohar, R.....	49	Grossmann, E.....	1996
Gohring, E.....	1815	Grossmann, K.....	1774



Gross-Thebing, A..... 971  
 Grosveld, F.W..... 1305, 1844  
 ..... 1845, 2540  
 Grotberg, J.B..... 1980  
 Grover, E.C..... 2015, 2418  
 Gruber, J.A..... 1031  
 Grubisic, V..... 1968, 2072  
 Grundmann, H..... 1786, 1995  
 Grundy, P..... 2280  
 Grunewald, H.J..... 1299  
 Grunnet, J.L..... 407  
 Guanfu, Wang..... 1511  
 Guedes Soares, C..... 502  
 Guerin, B..... 339  
 Guilbaud, D..... 23  
 Guillot, J.C..... 1384  
 Gunneskov, O..... 2246  
 Gunter, E.J..... 207  
 Guntur, R.R..... 464  
 Guo, Tong-Yi..... 858  
 Gupta, A.K..... 783, 784  
 ..... 785, 1330,  
 Gupta, B.K..... 544  
 Gupta, D.C..... 1903  
 Gupta, K.K..... 428, 1032  
 Gupta, N.K..... 1849  
 Gupta, P.K..... 1579, 1580  
 Gupta, U.S..... 2286  
 Gupton, P.S..... 1024  
 Gurgoze, M..... 2089  
 Guruswamy, P..... 357  
 Gutierrez, R.H..... 740, 746  
 ..... 920, 2096  
 Guttalu, R.S..... 170, 1884  
 Guy, R.W..... 950, 1649  
 Guyomar, D..... 771, 1657  
 Gvildys, J..... 882, 1293

- H -

Haas, W.M.B..... 256  
 Haber, S..... 1954  
 Haberle, M..... 254  
 Habib, I.S..... 977  
 Hackett, R.M..... 1853  
 Hackney, J.R..... 2453  
 Hadsaegh, F.Y..... 187  
 Hadden, J.A..... 2037  
 Haddow, A.G..... 1962  
 Haddow, J.B..... 1589  
 Haftka, R.T..... 2486  
 Hagiwara, I..... 2433  
 Hagiwara, N..... 453, 454  
 Hahn, E.J..... 365, 1211  
 Haines, D.J..... 1056  
 Haines, R.S..... 2529

Haisler, W.E..... 2491  
 Hale, A.L..... 1739, 2480  
 Hales, F.D..... 2445  
 Hall, F.L..... 522  
 Hall, K.C..... 2515  
 Hall, R.L..... 2217  
 Hall, S.A..... 1033  
 Hall, W.J..... 40  
 Hallander, J.E..... 755, 1907  
 Hallauer, W.L..... 2239  
 Hallauer, Jr., W.L..... 2486  
 Halle, H..... 2313, 2319  
 Haller, H.W..... 13  
 Haller, R..... 831  
 Haller, R.L..... 358  
 Halleux, J.P..... 863  
 Halliwell, R.E..... 2117  
 Halloran, J.D..... 2011  
 Hallquist, J.O..... 1261  
 Hamilton, J.F..... 172  
 Hammer, W..... 1967  
 Hammond, J.K..... 676  
 Hampel, G.A..... 371  
 Hamza, E.A..... 1577  
 Hanagud, S..... 2534, 2583  
 Hanagud, S.V..... 1157, 2193  
 Hancock, G.J..... 1092, 2207  
 Hanenkamp, W..... 1967  
 Hanff, E.S..... 1475  
 Hanke, M..... 2615  
 Hankey, W.L..... 1309  
 Hanks, P..... 2014  
 Hanna, D.S..... 1412  
 Hansen, J.S..... 1728, 2174  
 Hansen, L.L..... 2478  
 Hanson, D.B..... 1121, 1937  
 Hanson, W.J..... 371  
 Hara, F..... 2271  
 Hara, H..... 1097  
 Hara, K..... 806  
 Harada, S..... 2082  
 Harada, Y..... 713  
 Hardin, J.C..... 1871  
 Harding, J..... 2156  
 Hardtke, H.J..... 1258  
 Harker, R.G..... 1728, 2174  
 Harley, R.G..... 1278  
 Harman, D.J..... 663  
 Haroun, M.A..... 317, 1627  
 ..... 2211, 2294, 2295  
 Haroun, N.M..... 2211  
 Harris, C.E..... 1401  
 Harris, F.G..... 2231  
 Harris, J.A..... 2525  
 Harris, R.E..... 2305  
 Harrison, P.M..... 690  
 Harrison, R.F..... 676

Hart, G.C.....	1522	Herzum, N.....	2597
Hart, J.D.....	664	Heshmat, H.....	54, 55
Hart, J.J.....	1082	.....	1575
Hart, J.L.....	31	Hetsroni, G.....	2329
Hartie, M.S.....	307	Hicks, D.L.....	2184
Hartwig, P.L.....	1959	Hida, A.....	2
Hartzman, M.....	259	Higashihara, H.....	585
Haruyama, Y.....	1322, 1582	Higuchi, K.....	739
Hasegawa, E.....	981, 2556	Hill, D.....	322
Hasegawa, M.....	673	Hill, R.G.....	1532
Hashemi, Y.....	210, 1764	Hilmy, S.I.....	1609
Hashimoto, H.....	52, 709	Hinchey, M.J.....	1298
.....	710, 2521	Hiramoto, M.....	951
Hashimoto, M.....	889	Hirano, F.....	711
Hashimoto, S.....	1007	Hirano, M.....	805
Hashin, Z.....	138	Hirata, M.....	1862
Hashmi, M.S.J.....	762	Hirotsu, T.....	678
Haslinger, K.H.....	260, 1235	Hisada, K.....	1341
.....	1966, 2323	Hitchcock, J.E.....	2370
Hassan, J.F.....	1508	Ho, C.M.....	2234
Hassan, S.Z.....	1017	Hobbs, G.K.....	836, 1201
Hatakeyama, K.....	609, 610	Hobson, D.E.....	2225, 2299
Hattori, S.....	380	Hochrein, Jr., A.A.....	368
Hauersperger, D.....	2591	Hodgson, T.H.....	2380
Haughton, D.M.....	1916	Hodson, H.P.....	2411
Haviland, J.K.....	794	Hoepfner, D.W.....	1667
Hawkins, N.M.....	64	Hofe, R.V.....	2414
Haworth, R.....	2417	Hoff, C.J.....	191
Hayashi, K.....	583, 745	Hofmann, H.....	437
Hayek, S.I.....	755, 1907	Hohl, G.H.....	1858
Haylen, P.T.....	1092	Hohlsiepe, U.....	1787
Hays, Jr., W.D.....	2567	Hoi, Bui Ngok.....	1207
Heathcock, C.R.....	1091	Holasut, S.....	2154
Hebener, H.....	1798	Holberg, B.....	1983
Hedrick, J.K.....	1827, 1864	Holehouse, I.....	741, 802
Heermann, C.R.....	2421	Holger, D.K.....	1452
Hegde, U.G.....	1125	Hollings, J.P.....	593, 594
Heidari, M.A.....	847, 1249	.....	595
Heinke, H.....	1975	Hollis, S.J.....	964
Heller, M.....	2232	Holm, D.....	799
Helpenstein, H.....	1490	Holmberg, R.....	1540
Hemdal, J.F.....	505	Holmer, C.I.....	2558
Hemingway, N.G.....	1816	Holmes, P.....	184
Hempel, W.G.....	12	Holmes, P.J.....	169, 171
Hemstock, I.....	253	Holmes, R.....	1140, 1212
Hendricks, S.L.....	867	.....	1320
Hendry, S.R.....	2267	Honda, H.....	1180
Henle, M.....	833	Hong, D.P.....	2395
Henseleit, O.....	474	Honma, T.....	242
Neo, H.....	1446	Hononjeff, R.....	1556
Herberling, II, C.....	85	Hood, M.J.....	329
Herklotz, G.....	1369	Hooke, C.J.....	211
Herlufsen, H.....	423	Hooper, W.E.....	232
Hernried, A.G.....	779	Hooshyar, M.A.....	1675
Herraty, A.G.....	1136	Hooven, M.D.....	2524
Herrick, J.W.....	1422	Hoppmann, II, W.H.....	1374
Herrmann, G.....	580, 919	Horacek, J.....	2133

Hori, Y..... 293  
 Horner, G.C..... 2487  
 Horsten, J.J..... 1112, 1116  
 Horstmann, M..... 2385  
 Horta, L.C..... 2613  
 Horton, D.L..... 2048  
 Horvath, S..... 504, 2444  
 Hoshiya, M..... 650, 1039  
 Hothersall, D.C..... 2347  
 Hou, Zhiqiang..... 1432  
 Houjoh, H..... 2081, 2118  
 Houlston, R..... 1693, 2230  
 Houwink, R..... 1116  
 Howe, M.S..... 608, 2568  
 Howell, T.M..... 2430  
 Howes, B.C..... 902  
 Hoyniak, D..... 2409  
 Hsi, W.H..... 2528  
 Hsieh, B.J..... 2388  
 Hsieh, Ching-Chieh..... 1749  
 Hsieh, C.C..... 190, 1489  
 Hsu, C.S..... 170, 1884  
 Hsu, Hong-Yuan..... 1392  
 Hsu, N.N..... 2153  
 Hu, A..... 2400  
 Hu, C.Y..... 1510  
 Hu, Sau-lon James..... 994  
 Huang, H..... 1932  
 Huang, J.S..... 301  
 Huang, K.H..... 1165, 2281  
 Huang, S.N..... 42  
 Huang, T..... 1810  
 Huang, T.C..... 1334  
 Huang, et al., Tao..... 606  
 Hubbard, H.H..... 2030  
 Huber, A..... 437  
 Huck, M..... 619, 1107  
 Hudde, H..... 1362  
 Huff, D.L..... 2316  
 Hughes, P.C..... 518, 2493  
 Hughes, T.J.R..... 175  
 Hui, D..... 76, 262, 1617  
 Hulbert, G.M..... 85  
 Humphrey, V.F..... 2541  
 Hundal, M.S..... 955  
 Hung, C.K..... 850  
 Hung, C.M..... 2127  
 Hung, L.H..... 301  
 Hunt, D.L..... 1303  
 Hunter, Jr., N.F..... 1467  
 Huo, Shao Cheng..... 1430  
 Huppmann, W.J..... 2442  
 Huseyin, K..... 852, 1253, 2605  
 Hushmand, B..... 1101  
 Hussaini, M.Y..... 1232, 1492  
 Huston, R.L..... 1034, 2257  
 ..... 2494

Hutchins, D.A..... 1373  
 Hutchinson, J.R..... 314, 1616  
 Huth, H..... 2084  
 Hutton, D.V..... 573  
 Hutton, P.H..... 640  
 Hwang, Chyi..... 858  
 Hwang, H..... 881  
 Hwang, Y.F..... 1910  
 Hwong, X.Q..... 872  
 Hyde, D.W..... 1941

- I -

Iannuzzelli, R.J..... 1759  
 Ibrahim, R.A..... 1446, 1709  
 Ibrahim, S.R..... 1695, 1744  
 ..... 2582  
 Ichimonji, M..... 452  
 Ichinomiya, O..... 2555  
 Ida, M..... 414, 1061  
 Idelsohn, S.R..... 668, 856, 2190  
 Igarashi, T..... 1363, 1972  
 Iguchi, M..... 677  
 Igusa, T..... 1356, 1358  
 Ih, Jeong-Guon..... 1933  
 Iida, H..... 201  
 Iida, K..... 341  
 Ikeda, S..... 2407  
 Ikeda, T..... 2, 447  
 ..... 2010  
 Ikeuchi, K..... 616, 987  
 Ikeuchi, T..... 395  
 Ikushima, T..... 242  
 Ilanko, S..... 2553  
 Illg, W..... 1339  
 Inagawa, M..... 2422  
 Ingall, J.P..... 2375  
 Inger, G.R..... 349  
 Ingham, T.J..... 974  
 Inman, D.J..... 1391, 2188  
 Inoue, J..... 167  
 Inoue, Y..... 1720  
 Inversini, C..... 2223  
 Irani, F.D..... 1969  
 Irie, T..... 299, 589  
 ..... 590, 922, 930, 2297  
 Irretier, H..... 270, 683  
 Irwin, G.R..... 2403  
 Isaacson, M.Q..... 2228  
 Ishida, S..... 678, 2362  
 Ishida, Y..... 2, 71  
 ..... 447, 2010  
 Ishihara, K..... 654, 2247  
 Ishihara, T..... 1074  
 Ishii, K..... 1039  
 Ishikawa, A..... 1403

Ishiwata, R.....	566
Ishizaki, H.....	1097
Issa, H.I.....	1008
Ito, H.....	16, 673
Ito, Y.....	2423
Ivanov, V.I.....	1246
Iwai, Y.....	380
Iwan, W.D.....	239, 1033
.....	1590
Iwanami, K.....	531
Iwankiewicz, R.....	302, 1329
Iwasaki, F.....	678
Iwasaki, T.....	1879
Iwata, Y.....	44
Iwatsubo, T.....	224, 228
.....	449, 1154
Izbicki, J.L.....	1926
Izumi, H.....	2112

- J -

Jackson, E.D.....	1587
Jackson, J.E.....	697
Jackson, Jr., J.E.....	1939
Jacobs, R.W.....	2168
Jacobson, E.N.....	1497
Jacobson, I.B.....	248
Jacobson, M.J.....	766, 2350
Jain, R.....	556
Jain, S.K.....	480
Jain, V.K.....	1738
Jakeman, R.W.....	1323
James, E.C.....	2369
Jamil, F.....	1394
Jarosch, J.....	272
Javadian-Gilani, A.....	571
Javidinejad, M.....	1423
Jayasuriya, S.....	1181
Jeal, R.H.....	1667
Jedryszek, J.....	1763
Jeelani, S.....	133
Jege, P.....	895
Jegley, D.C.....	2542
Jemielniak, K.....	459
Jendryschik, J.....	2201
Jendrzeyczyk, J.A.....	88, 328
.....	1347, 1635, 1636, 2314
Jenista, J.M.....	1124
Jenkins, C.J.....	279
Jennewein, M.....	2071
Jenny, R.J.....	718
Jensen, J.J.....	1094
Jensen, P.S.....	180
Jery, B.....	1073
Jezequel, L.....	818
Jiang, B.L.....	1391

Jin, Xianding.....	508
Jing, H.S.....	637
Jingu, T.....	1341
Jirapongphan, M.....	1776
Joachim, C.A.....	2040
Joehnik, J.M.....	288
Johansson, B.R.....	2042
Johnke, K.D.....	1860
Johnson, C.....	1512
Johnson, D.K.....	2317
Johnson, J.J.....	326
Johnson, L.W.....	321
Johnson, N.....	2052
Johnson, R.O.....	296
Jolles, M.....	2355
Joly, P.....	1384
Jonas, G.H.....	2356
Jonasson, J.E.....	331
Jones, A.D.....	456
Jones, D.....	2172
Jones, D.I.G.....	1267, 1431
Jones, H.W.....	1373
Jones, N.....	1130, 1131, 1957
Jones, N.P.....	1590
Jones, R.....	631, 2232, 2252
Jones, R.E.....	2447
Jones, S.E.....	1158
Jonsson, M.....	2152
Jordan, E.H.....	124
Jordan, R.W.....	1891
Jorgenson, J.S.....	30
Joyce, J.D.....	2601
Ju, F.D.....	1644
Juang, Jer-Nan.....	2613
Julyk, L.J.....	499
Jumper, E.J.....	2370
Junger, M.C.....	512
Junqi, Yan.....	659
Just, E.....	1234
Jzy, W.....	2107

- K -

Kaba, S.A.....	1605
Kabe, A.M.....	393
Kabele, D.F.....	2013
Kadlec, J.....	1533
Kadrnka, K.E.....	2599
Kaernae, T.....	2256
Kagawa, N.....	1154
Kahana, A.....	798
Kahoe, M.W.....	2056
Kailath, T.....	1981
Kaiser, B.....	1645
Kaishun, Wang.....	2034
Kaji, S.....	951

Kajio, Y.....	2433	Kawai, R.....	224, 228, 1154
Kakatsios, A.J.....	860	Kawai, Y.....	547
Kakiuchi, T.....	1154	Kawakami, T.....	295
Kakubari, T.....	284	Kawakami, Y.....	2140
Kakusho, O.....	2113	Kawakita, K.....	711
Kakutani, T.....	348, 909	Kawamoto, S.....	980
Kaladi, V.....	87	Kawasaki, A.....	1363
Kalinowski, A.J.....	2357	Kawashima, S.....	916
Kalme, J.S.....	949	Kawashima, T.....	2338
Kalnins, A.....	2293	Kawata, K.....	1007
Kalyanasundaram, N.....	2147	Kay, S.....	1741
Kalyanasundaram, S.....	2491	Kaya, A.C.....	804
Kamat, M.P.....	2543	Kaya, F.....	203
Kamelander, G.....	1103	Kaye, M.C.....	884
Kameoka, T.....	1151	Kaza, K.R.V.....	536, 699, 913
Kanga Fomo, B.....	1732	.....	1571, 2516
Kamijo, K.....	1769, 1856	Kazamaki, T.....	1322, 1582
Kamikawa, N.....	577	Keegan, D.F.....	2250
Kamiya, Y.....	1778	Keer, L.M.....	997
Kamman, J.W.....	1034, 2257	Kehoe, M.W.....	1843
Kammer, D.C.....	2489	Keim, M.....	1997
Kana, D.D.....	108, 405, 2588	Keiner, W.....	2597
Kanamaru, K.....	2435	Keith, M.W.....	1842
Kanayama, Y.....	1217	Kelen, P.....	217
Kanehara, T.....	2083	Kellenberger, W.....	216
Kaneko, S.....	293	Keller, J.M.....	1412
Kanki, H.....	295	Kelly, J.J.....	2560
Kannan, R.....	1594	Kelly, J.W.....	487, 545, 2243
Kapania, R.K.....	488, 758	Keltie, R.F.....	2088, 2380
Kaptouom, E.....	1732	Kendall, D.P.....	1625
Karabalis, D.L.....	491	Kenner, V.H.....	637
Karadag, V.....	47	Keresztes, A.....	2444
Karagozova, D.D.....	2227	Kernbichler, K.....	1781
Karal, K.....	1915	Kerr, A.D.....	2213
Karanian, L.A.....	2500	Keshavarzian, M.....	1179, 1922
Kareem, A.....	1296	Kettleborough, C.F.....	634
Karlin, B.E.....	1985	Keyvan, S.....	639
Karlsson, L.....	1885	Khader, N.....	3
Karmel, A.....	247	Khan, M.R.....	1046
Karnopp, D.....	1315	Khan, Z.....	129
Karr, A.F.....	1354	Khandoker, J.U.....	877
Karsan, D.I.....	1295	Khatib-Rahbar, M.....	440
Kasahara, T.....	1414	Khot, N.S.....	2483
Kasuba, R.....	903	Khozeimeh, K.....	2215
Katinas, V.J.....	2315	Khurana, O.P.....	1011
Kato, J.....	1972	Khurasia, H.B.....	1340
Kato, M.....	195, 448, 1811	Kibens, V.....	2111
Kato, S.....	1202	Kidd, H.A.....	844
Kato, Y.....	16	Kidder, R.E.....	82
Katsaitis, S.....	121	Kido, T.....	2435
Katz, A.....	2092	Kief, M.....	1546
Kausel, E.....	494	Kiehl, W.....	1772
Kaushal, A.....	1280	Kielb, R.....	1761
Kaushal, S.C.....	1666	Kielb, R.E.....	406, 536, 699, 913
Kawabata, N.....	1139	.....	1620, 1621, 2516
Kawagoe, S.....	1348	Kienholz, D.A.....	1707
Kawai, K.....	673	Kiger, S.A.....	1528, 1941

Kikuchi, F.....	416	Kobayashi, S.....	918
Kikuchi, K.....	453, 454	Kobayashi, Y.....	922
Kikuchi, N.....	318	Koch, S.....	1352
Kikuchi, Y.....	61	Kodama, S.....	2140
Kim, Chang-Boo.....	1327	Koenig, K.....	1013
Kim, Chang-Ho.....	1148	Koester, D.J.....	1569
Kim, C.....	111	Koga, T.....	1880
Kim, D.H.....	1104	Koh, Aik-Siong.....	493
Kim, Kang Nyoun.....	1345	Koh, C.G.....	495
Kim, Ki-Ook.....	2614	Kohring, M.....	1512
Kim, Kwang Sic.....	1345	Koide, T.....	715, 2584
Kim, K.J.....	148, 626, 2219	Koike, H.....	654
Kim, P.Y.....	408, 2175	Koinig, H.....	1103
Kim, Y.S.....	1104	Koizumi, T.....	1255
Kindel, J.....	1689	Kojic, M.....	1819
Kindig, W.....	2618	Kojima, H.....	1, 1894, 2068
King, B.J.....	438	Kojima, N.....	2112
King, J.H.....	880	Kojima, O.....	2209
King, J.L.....	2263	Kolkka, R.W.....	1251
King, R.....	1895, 2270	Kollegger, J.....	1785
Kingery, C.N.....	344	Kollek, W.....	2020
Kinoshita, Y.....	2413	Koller, A.....	1519
Kinra, V.K.....	1958	Kominami, K.....	2083
Kiral, E.....	666	Kondo, E.....	596
Kirchweger, K.....	2016	Kondou, T.....	2523
Kirk, C.L.....	2429	Kong, F.R.....	394
Kirk, N.E.....	822	Konstadinopoulos, P... 1114, 1302	
Kirk, R.G.....	409	Koopmann, G.H.....	1134
Kirkhope, J.....	2105	Kopff, P.....	1523
Kiryu, K.....	1880	Kopriva, D.A.....	1232, 1492
Kisilev, S.....	1126	Kortum, W.....	1109
Kitagawa, G.....	1993	Kosawada, T.....	318, 752
Kitagawa, M.....	2475	.....	932, 1344
Kitahara, T.....	528	Koss, L.L.....	591
Kitamura, S.....	1180	Kostem, C.N.....	2293
Kitis, L.....	651, 1863, 2194	Kot, C.A.....	258, 2388
Kivity, Y.....	759	Kotera, T.....	2185
Kiyono, S.....	2130	Koterayama, W.....	303, 567
Kjerengstroen, L.....	131	Koutselos, T.....	2259
Klahs, J.W.....	1436, 1710	Koyama, H.....	2576
Klauber, R.D.....	867	Koyuncu, B.....	2067
Klaus, M.H.....	2343	Kozin, F.....	132, 2477, 2606
Klega, V.....	2376	Kozina, M.M.....	880
Kliman, V.....	1396	Kramer, E.....	221
Klingmuller, O.....	1797	Kratzig, W.B.....	1787
Klompas, N.....	60	Krause, W.....	1185, 1369
Kloster, M.....	300	Krenk, S.....	421, 2246
Kluesener, M.F.....	2237	Krenz, R.A.....	2439
Kmita, J.....	1387	Krettek, O.....	1832
Kniazev, V.....	1126	Krieg, R.....	25
Knight, Jr., N.F.....	820	Kriegsmann, G.A.....	1979
Knothe, K.....	971, 1187	Krishna, R.....	1310
Knox, L.D.....	705	Krishnamurthy, K.....	1982
Ko, P.L.....	1917	Krishnamurthy, N.....	810
Kobarg, J.....	474	Krogmann, P.....	1197
Kobayakawa, M.....	2518	Krynicky, K.....	194
Kobayashi, A.S.....	999, 1223	Kryter, R.C.....	166

Ku, C.H. .... 872, 1724  
 Kuang, J.H. .... 1963  
 Kuba, F. .... 2103  
 Kubiak, J.A. .... 1507, 2157, 2162  
 Kubo, A. .... 2077  
 Kubomura, K. .... 2475, 2592  
 Kubrusly, C.S. .... 432  
 Kucukay, F. .... 286, 1584  
 Kudarauskas, S.J. .... 1182, 1183  
 Kukretti, A.R. .... 1008  
 Kulak, G.L. .... 1326  
 Kulak, R.F. .... 26  
 Kulig, T.S. .... 212  
 Kumakiri, T. .... 1811  
 Kumano, S. .... 457  
 Kumar, A. .... 835, 2208  
 Kumar, Ch.R. .... 2099  
 Kumar, S. .... 1108, 2091  
 Kumar, V. .... 1903  
 Kumar, V.A. .... 1666  
 Kumaraswamy, K. .... 810  
 Kung, Chaw-Hua. .... 1646  
 Kung, C. .... 1752  
 Kunz, R.K. .... 582  
 Kuo, A.S. .... 266, 2585  
 Kuo, A.-Y. .... 998  
 Kuo, Chin-Po. .... 2482  
 Kuo, C.P. .... 2496  
 Kuo, Jui-Fang. .... 273  
 Kuperman, W.A. .... 338, 2115  
 Kuppusamy, T. .... 74  
 Kuramochi, S. .... 2530  
 Kurath, P. .... 129  
 Kuribayashi, M. .... 1923  
 Kurohashi, M. .... 224  
 Kurtz, R.J. .... 640  
 Kurz, B. .... 2615  
 Kurzweil, L.G. .... 43  
 Kusama, H. .... 1170  
 Kushida, G. .... 753  
 Kussoy, M.I. .... 2127  
 Kutt, T.V. .... 2586  
 Kwak, B.M. .... 2526  
 Kwak, E.H. .... 1104  
 Kwatny, H.G. .... 1250  
 Kwok, K.C.S. .... 1092  
 Kyosti, A. .... 1337

- L -

Lachenmaier, S. .... 1818  
 Ladeveze, P. .... 1491  
 Laerum, M. .... 233  
 Lagsse, P.E. .... 812  
 Lagnese, T.J. .... 1569  
 Lahey, B. .... 2001

Lahey, R. .... 1750  
 Lai, Hsin-Yi. .... 1075  
 Lakhtakia, A. .... 1613  
 Lakshmikanthan, K. .... 1666  
 Lakshminarayana, B. .... 223  
 Lal, R. .... 2286  
 Lalanne, C. .... 372, 1219  
 Lallement, G. .... 1463, 1696  
 .... 1702  
 Lally, R.W. .... 1419  
 Lalonde, F. .... 1481  
 Lam, P.C. .... 2316  
 Lamberson, S.E. .... 2282, 2495  
 Lambert, O. .... 2055  
 Lambert, R.G. .... 130, 1756  
 Landgraf, R.W. .... 134, 2440  
 Lang, C.M. .... 2020  
 Lang, H.A. .... 760  
 Langdon, R.M. .... 2389  
 Lange, C. .... 1406  
 Lange, C.G. .... 1979  
 Langley, R.S. .... 244, 501  
 Lanz, M. .... 2191  
 Lardner, R.W. .... 1381  
 Laroze, S. .... 1597  
 Laschet, A. .... 445  
 Lau, J.H. .... 1893  
 Lau, S.L. .... 154, 924, 925  
 Laub, G.H. .... 2248  
 Lauchle, G.C. .... 958, 1188  
 Lauffer, J.P. .... 1284  
 Laura, P.A. .... 1904  
 Laura, P.A.A. .... 297, 312, 740  
 .... 746, 920, 1161, 1742  
 .... 1904, 2096, 2287, 2552, 2602  
 Law, B. .... 842  
 le Torrivellec, M. .... 1611  
 Leatherwood, J.D. .... 2502  
 Lecce, L. .... 1111, 1119  
 .... 1174  
 Lee, Byung-Ho. .... 1933  
 Lee, C.L. .... 975, 2575  
 Lee, Dong-Guen. .... 477  
 Lee, D. .... 960  
 Lee, Jang Noo. .... 1623  
 Lee, J.D. .... 1658, 1722  
 Lee, K. .... 1745  
 Lee, Lee-Jen. .... 2216  
 Lee, L.J. .... 1640  
 Lee, L.R. .... 1243  
 Lee, O.W.K. .... 1153  
 Lee, Seng-Lip. .... 472  
 Lee, W.H. .... 1940  
 Lee, Y. .... 172  
 Leehey, P. .... 2276  
 Lees, A.W. .... 285, 1794  
 Lefebvre, D. .... 1735

Lehmann, G..... 200  
 Lehnhus, R..... 238  
 Leipholz, H.H.E..... 77, 78  
 ..... 176, 1883  
 Leira, B.J..... 1789  
 Leissa, A.W..... 76, 742, 931  
 .... 1620, 1621, 1624, 1626, 2538  
 LeKuch, H..... 530  
 Lellep, J..... 320  
 Lempert, B..... 253  
 Lenhoff, A.M..... 2183  
 Lenzi, A..... 2136  
 Leon Saenz, R.T..... 600  
 Leonard, F.W..... 970  
 Leonard, J.W..... 1806  
 Leong, Y.M.M.S..... 294, 1150  
 Lesueur, C..... 339  
 Letens, U..... 1362  
 Leu, M.C..... 1776  
 Leung, D.D..... 902  
 Leung, E.C.N..... 1873  
 Leung, J.G.M..... 1833  
 Leung, K.L..... 1618  
 Leung, R.K..... 1708  
 Leuridan, J.M..... 628  
 Lever, J.H..... 2330, 2331  
 Levy, B.C..... 1981  
 Levy, D.C..... 1278  
 Levy, N..... 1173  
 Lewy, S..... 1848  
 Leyendecker, E.V..... 478  
 Li, H.-P..... 373  
 Li, Yongchi..... 347  
 Li, Zhongyuan..... 2065  
 Liang, G.C..... 832  
 Licht, T.R..... 1415  
 Liebowitz, H..... 382, 1658  
 Liebrock, L.M..... 2184  
 Liebst, B.S..... 1872  
 Lieu, Inn-Wei..... 1425  
 Lii, Mirng-Ji..... 1722  
 Liljeroos, A..... 1679  
 Lilley, D.T..... 897  
 Lin, C.J..... 744, 1614  
 Lin, C.-W..... 1634  
 Lin, D.X..... 793, 2373  
 ..... 2391, 2544  
 Lin, Heng-Chih..... 2093  
 Lin, J..... 436, 1355  
 Lin, Li-Chung..... 1449  
 Lin, P.T..... 30  
 Lin, W..... 997  
 Lin, W.H..... 88, 1191  
 Lin, Y.J..... 1892  
 Lin, Y.K..... 430, 475  
 ..... 1222, 1573, 2212  
 Lin, Z.H..... 872

Lindquist, M.R..... 945, 946  
 Liolios, A.A..... 1978  
 Lips, K.W..... 1855  
 Lipvin-Schramm, S..... 2110  
 Liu, Chang..... 513  
 Liu, C.R..... 2022, 2023, 2024  
 Liu, D.D..... 1900  
 Liu, J.C.C..... 1374  
 Liu, T.M..... 2022  
 Liu, Wen David..... 2214  
 Liu, Wing Kam..... 1035, 2366  
 Liu, Ying-li..... 1717, 1736  
 Liu, Y.S..... 872  
 Livshits, D..... 734, 910  
 Ljunggren, S..... 313, 1901  
 Lloyd, T.M..... 2594  
 Loeber, J.F..... 298  
 Loeffler, Jr., A.L..... 264  
 Loewen, T..... 1022  
 Loewenthal, S.H..... 869  
 Loewy, R.G..... 3  
 Loh, C.L..... 917  
 Long, L.N..... 2006  
 Lorenz, G..... 1771  
 Lory, M.K..... 2238  
 Lotfy, A.A..... 77, 78  
 Lou, Meng-lin..... 497  
 Lovell, E.G..... 1592, 1637  
 Lowe, J.M..... 1029  
 Lowery, R.L..... 2612  
 Lu, L.K.H..... 1276  
 Lu, Naiyan..... 1716  
 Lu, You-fang..... 1443, 1733  
 Lu, Z.H..... 218  
 Lucas, J.G..... 336  
 Lucibello, P..... 1647  
 Ludtke, K..... 8  
 Luk, Yiu W..... 1698  
 Lukowski, F.J..... 1417, 1418  
 Lund, J.W..... 214  
 Lundstrom, A..... 498  
 Luongo, A..... 728  
 Lupson, W.F..... 2059  
 Lutes, L.D..... 994  
 Luttses, M.W..... 2368  
 Lutz, J.D..... 2491  
 Lyon, R.H..... 1041  
 Lyons, J.A..... 695

- M -

Ma, D.C..... 882, 1293  
 Ma, Guolin..... 2426  
 Ma, Zen-tong..... 1443, 1733  
 Mabie, H.H..... 50, 1874  
 Macaskill, C..... 767



Macaulay, M..... 2456  
 MacBain, J.C..... 1620, 1621  
 ..... 2520  
 Macdougall, I..... 7  
 Mace, B.R..... 1886  
 Machek, J..... 2376  
 Machida, S..... 1341  
 Machin, A.S..... 2059  
 Machiyama, T..... 2530  
 Macioce, D.J..... 1719  
 MacIsaac, B.D..... 164  
 Mackinnon, M.J..... 11  
 MacLeod, G..... 2254  
 Maday, C.J..... 1985  
 Madigosky, W..... 1338  
 Madsen, P.H..... 421, 1135  
 Maeda, Y..... 547  
 Maekawa, K..... 1896  
 Maewal, A..... 2104  
 Maezawa, S..... 1881  
 Maga, L.J..... 716  
 Magliaro, A.A..... 1472  
 Magliozzi, B..... 1121  
 Magrab, E.B..... 621  
 Mahan, J.R..... 2461  
 Mahin, S.A..... 436, 571  
 ..... 1355, 1605  
 Mahrenholtz, O..... 588, 683  
 Maidanik, G..... 716  
 Maier, B..... 1815  
 Maison, B.F..... 1083  
 Majette, M..... 38  
 Majima, O..... 745  
 Makay, E..... 712  
 Mal, A.K..... 2284  
 Malanoski, S.B..... 2600  
 Maleci, G..... 1704  
 Malik, S.N..... 95  
 Malley, J.O..... 63  
 Malmuth, N.D..... 1113  
 Malone, J.B..... 1116  
 Mamalis, A.G..... 2054  
 Mancuso, J.R..... 905  
 Mandarini, S..... 1111  
 Mani, N.K..... 2393  
 Mann, J.Y..... 2059, 2232  
 Manning, S.D..... 62, 2528  
 Manojlovic, V..... 1819  
 Manolakos, D.E..... 2054  
 Mantegazza, P..... 2191  
 Marcellin J., S..... 2157  
 Marchelek, K..... 461  
 Marcolini, M.A..... 1370  
 Marengo, G..... 291  
 Margolis, D..... 1315  
 Margolis, D.L..... 507, 1316  
 Mark, B..... 2310

Mark, W.D..... 2547  
 Marsh, D..... 128  
 Marshall, K.D..... 1460  
 Marshall, P.W..... 28  
 Marshall, S.E..... 1307  
 Marston, P.L..... 770, 1672  
 Martin, F.A..... 281  
 Martin, G.R..... 832  
 Martin, H.R..... 845, 1751  
 Martin, J.B..... 2265  
 Martin, K.F..... 1238, 1466  
 Martin, L.N..... 2053  
 Martin, R..... 834, 1014  
 Martinez, D.R..... 630, 1164  
 ..... 1994  
 Martinez, R..... 512  
 Martinez-Sanchez, ..... 1153  
 Martinovic, Z.N..... 2486  
 Marui, E..... 1202  
 Marulo, F..... 1111, 1119  
 ..... 1174  
 Maruyama, A..... 2569  
 Maruyama, K..... 2555  
 Marynowski, K..... 194  
 Maskev, B..... 2405  
 Maslenikov, O.R..... 1105  
 Mason, J.P..... 1871  
 Masri, S.F..... 828  
 Masrur, M.A..... 868  
 Massmann, H..... 290, 1147  
 Massoud, M..... 1010, 1735  
 Mastorakos, M..... 2325  
 Masuda, N..... 2435  
 Masure, B..... 894  
 Mateescu, D..... 2342  
 Matolcsy, M..... 2441  
 Matsuhisa, H..... 1133  
 Matsui, K..... 1822  
 Matsumoto, S..... 56, 1880  
 Matsumoto, T..... 563  
 Matsuo, K..... 1348  
 Matsushita, O..... 414, 1061  
 Matsuzaki, Y..... 2469  
 Matta, K..... 389  
 Matthews, J.P..... 2602  
 Matyssek, G..... 1817  
 Maull, D.J..... 2269  
 Maurer, J..... 213  
 Mavriplis, D..... 2332  
 Mayberry, W.A..... 248  
 Mayhew, H.C..... 241  
 Maynard, K.P..... 1457  
 May-Miller, R..... 360  
 Maze, G..... 1926  
 Mazumdar, J..... 322, 574  
 Mazzoni, A..... 1549  
 McAlister, K.W..... 2055

McCain, W.E.....	1841	Miller, A.K.....	630, 1164
McCarthy, W.C.....	837	Miller, C.A.....	938
McCarty, R.E.....	31, 36, 2559	Miller, D.S.....	1836
McCloskey, T.H.....	209, 712	Miller, D.W.....	2485
McClure, W.B.....	1380	Miller, E.H.....	1059
McConville, J.B.....	862	Miller, G.R.....	375
McC. Ettles, C.M.....	1559	Miller, L.A.....	2063
McDaniel, O.H.....	2570	Miller, M.L.....	1642
McDougal, W.G.....	2354	Miller, R.K.....	828, 847
McGrath, J.D.....	2618	Miller, V.R.....	691
McGrath, J.F.....	2184	Mills, J.....	1556
McHugh, J.D.....	2009, 2165	Mills-Curran, W.C.....	1259
McKay, J.T.....	57, 58	Millwater, H.R.....	2352
McLain, C.E.....	162	Milne, R.D.....	1705
McLean, D.....	1750, 2001	Miloh, T.....	887
McLean, L.J.....	1211	Milsted, M.G.....	2014
McMaster, W.H.....	1049	Mimmi, G.....	291
McNeill, D.J.....	1650	Minamihara, H.....	648
Meacham, H.C.....	2593	Minnetyan, L.....	695, 778
Mechel, F.P.....	1352	Mirels, H.....	1943
Meckl, P.....	1515	Mirza, S.....	1343
Medallah, K.Y.....	1079	Misawa, H.....	2140
Medvec, A.....	641	Misra, A.K.....	1908, 2296
Medwin, H.....	964, 965	Mitchell, C.G.B.....	2041, 2438
Mehta, K.C.....	1088	Mitchell, D.....	64
Mei, Chuh.....	750, 2550	Mitchell, J.G.....	1477
Mei, C.....	729	Mitchell, J.S.....	1248
Meijer, J.J.....	1112	Mitchell, Larry D.....	1753, 1754
Meirovitch, L.....	1840, 2611	Mitchell, Leanne D.....	1439, 1753
Mengi, Y.....	666	.....	1754
Mengle, V.G.....	703	Mitchell, L.D.....	50, 390, 855
Menq, Chia-Hsiang.....	1600	.....	1427, 1439, 1502
Menz, P.....	1975	Mitschke, M.....	1867
Mercado, R.....	836, 1201	Mittler, J.P.....	861
Merckx, K.R.....	1532	Miura, F.....	1791
Meskouris, K.....	1787	Miura, Y.....	2019
Mesquita, L.C.....	2543	Mixson, J.S.....	1834, 1845
Messiter, A.F.....	815	.....	2565, 1844
Metcalf, V.L.....	2540	Miyachika, K.....	546, 713, 714
Metcalfe, A.V.....	787, 1560	Miyake, Y.....	1139
Metwalli, S.M.....	1453, 1713	Miyano, H.....	1361
Metwally, H.M.....	1270, 1499	Miyazaki, N.....	592
Meyer, F.....	1252	Miyoshi, Y.....	2113
Meyn, E.H.....	406	Mizubayashi, H.....	1220
Meynart, R.....	1236	Mizuno, K.....	341
Meyr, H.....	1897	Mrakar, P.F.....	345
Meyyappa, M.....	2193, 2583	Mo, O.....	1808
Michaels, J.E.....	772, 2095	Moan, T.....	1808
Michelberger, P.....	504, 2444	Modi, V.J.....	37, 2372
Michimura, S.....	453, 454	Moe, G.....	1812
Michon, J.C.....	1461	Moeen-Vaziri, N.....	1198
Middleton, D.....	100	Moehle, J.P.....	17, 18, 473
Midha, A.....	1144, 1145, 1146	Moeller, M.J.....	2276
Milberg, J.....	1773	Mohanani, V.....	2181
Milenkovic, V.....	1016	Mohr, D.G.....	1213
Milford, R.V.....	2298	Mohring, W.....	775
Millarke, P.R.....	1376, 1377	Mokhtar, M.O.A... 988, 1324, 1876	

Mokry, M..... 1474  
 Molin, N.-E..... 1337  
 Molinaro, R..... 362  
 Molnar, A.J..... 161  
 Molnar, C..... 2441  
 Monasa, F.F..... 2452  
 Monczkowski, U..... 1045  
 Mondy, R.E..... 865, 1564  
 Mook, D.T..... 1114, 1302  
 ..... 1962  
 Noon, F.C..... 169  
 Moore, G.G..... 2449  
 Moore, L.F..... 1795  
 Moore, T..... 875, 1281  
 ..... 1729  
 Morehead, III, J.C..... 2080  
 Moren, P..... 346  
 Moreno, A..... 1931  
 Morfey, C.L..... 1351  
 Mori, A..... 56, 1322, 1582  
 Mori, E..... 1923  
 Mori, H..... 56, 616, 987  
 ..... 1322, 1582  
 Mori, N..... 2082  
 Mori, T..... 995  
 Morii, S..... 410  
 Morimitsu, T..... 1970  
 Morisako, K..... 2362  
 Morishita, M..... 1403  
 Morita, S..... 1896  
 Morita, Y..... 678  
 Morlock, C.R..... 350, 354  
 Morris, D.H..... 1401  
 Morris, R.E..... 406  
 Morrison, D..... 2038  
 Morrison, D.G..... 1604  
 Morton, P.C..... 1482  
 Morton, P.G..... 2074  
 Mosher, M..... 276, 537  
 Mosquera, J.M..... 1602, 1663  
 Mostaghel, N..... 486  
 Mostofi, A..... 49, 2251  
 Mote, Jr., C.D..... 2203  
 Moulin, D..... 27  
 Mouri, B..... 29  
 Moustafa, K.A.F..... 1269  
 Moyer, D.S..... 1505  
 Moyer, Jr., E.T..... 1159, 2090  
 Mukherjee, A..... 1503  
 Mukherjee, K..... 934  
 Mulcahy, T.M..... 2273, 2339  
 Muller, F.H..... 1786  
 Muller, M.R..... 2392  
 Muller, P..... 344  
 Muller, R..... 1786  
 Munday, E.G..... 801  
 Muniz, B..... 2468

Munse, W.H..... 548  
 Murakami, H..... 1531, 2241  
 ..... 2242  
 Muramoto, Y..... 590, 2297  
 Murashige, A..... 2576  
 Murayama, Y..... 52  
 Murphy, B.T..... 866, 1504  
 Murphy, D.P..... 972  
 Murphy A.E..... 1507  
 Murphy, Jr., N.R..... 1857  
 Murthy, P.L.N..... 1050  
 Musial, M..... 133  
 Musson, B.G..... 1421, 2148  
 Muszynska, A..... 198, 870  
 ..... 1137, 1267  
 Muthuswamy, V.P..... 2218  
 Myers, M.K..... 91, 92  
 Mykura, J.F..... 208

- N -

Nacozy, P.E..... 39  
 Nadolski, W..... 1333  
 Naehring, T..... 437  
 Naess, A..... 186, 1805  
 Nagabhushanam, J..... 1847  
 Nagaike, M..... 391, 457  
 Nagamatsu, A..... 152, 153, 391  
 ... 395, 453, 454, 457, 816, 2604  
 Nagaraj, V.T..... 249  
 Nagaraja, K.S..... 2057, 2058  
 Nagarajan, P..... 541  
 Nagarkar, B.N..... 1128  
 Nagata, M..... 1531  
 Nagata, S..... 1039  
 Nagaya, K..... 1, 75, 83  
 ..... 1894, 2068, 2260, 2407  
 Nagurka, M.L..... 1827  
 Nair, P.S..... 579  
 Nair, S.S..... 1393  
 Nair, V.V.D..... 1295  
 Naitoh, M..... 1328  
 Naji, A..... 418  
 Nakagawa, M..... 1516  
 Nakahara, I..... 1341  
 Nakai, M..... 535, 1868  
 Nakajo, Y..... 583  
 Nakamura, K..... 889  
 Nakamura, M..... 2069  
 Nakamura, S..... 1813  
 Nakane, N..... 1361  
 Nakano, M..... 2253  
 Nakano, Y..... 6, 284  
 Nakasako, N..... 1186  
 Nakayama, H..... 1217  
 Nakayama, T..... 1970

Nakayama, Y..... 1782  
 Nalecz, A.G..... 506  
 Nanayakkara, M.A..... 2457  
 Nanyaro, A.P..... 1110  
 Naraykin, O..... 1126  
 Nardone, S.C..... 1472  
 Narita, Y..... 931, 1626  
 ..... 2548  
 Nash, P.T..... 356, 1375  
 Nash, R..... 35  
 Nath, Y..... 587, 754  
 ..... 1628, 1902, 1905  
 Nathoo, N.S..... 2166  
 Natke, H.G..... 1167, 1469  
 ..... 1999  
 Natvig, J..... 642  
 Nayfeh, A.H..... 305, 307  
 .... 1114, 1204, 1302, 1948, 2401  
 Neathammer, R.D..... 255  
 Neerhoff, F.L..... 384, 388  
 Nefske, D.J..... 1537, 1820  
 ..... 2432  
 Neilson, I.D..... 2451  
 Neise, W..... 1134  
 Nelson, C.C..... 717, 1149  
 Nelson, H.D..... 1498  
 Nelson, P.A..... 1920  
 Nelson, P.M..... 2070, 2503  
 Nelson, R.C..... 1117, 1124  
 Nelson, T.A..... 492  
 Neto, A.R..... 1554  
 Netuka, H..... 119, 612  
 Neuman, C.P..... 1076  
 Neuss, C.F..... 1083  
 Newland, D.E..... 1096  
 Newman, Jr., J.C..... 139  
 Newman, J.N..... 510, 685  
 Newman, J.S..... 1851, 1852  
 Newsom, J.R..... 1839  
 Ng, C.T..... 327  
 Ng, K.F..... 941  
 Ng, S.F..... 315  
 Ni, R.G..... 793, 2544  
 Nicholas, J.C..... 1576  
 Nicholson, J.W..... 2408, 2549  
 ..... 2580  
 Nickel, D.A..... 1422  
 Nickell, R.E..... 117  
 Niemann, H.-J..... 1095  
 Nieter, J.J..... 1770  
 Nieters, J.M..... 1685  
 Nigam, H..... 156  
 Nilsson, A.C..... 2100  
 Nilsson, F..... 33  
 Nimmo, N.A..... 2499  
 Ninomiya, A..... 2209  
 Nishida, K..... 2569

Nishimoto, K..... 410  
 Nishimura, K..... 610  
 Nishimura, M..... 648, 936  
 Nishimura, N..... 620  
 Nishimura, T..... 805  
 Nishiwaki, H..... 1765  
 Niziol, J..... 554  
 Noah, S.T..... 634, 1757  
 Nogiwa, Y..... 1361  
 Noll, T.E..... 250  
 Nomura, Y..... 2113  
 Nonami, K..... 44, 564  
 Nonishi, T..... 864  
 Noor, A.K..... 2537  
 Nopporn, C..... 823  
 Norberg, C..... 2327  
 Nord, A.R..... 1284  
 Nordmann, R..... 290, 1147  
 ..... 1997  
 Nordsve, N.T..... 2404  
 Norris, A.N..... 2146  
 Norsworthy, T.H..... 2505  
 Norton, M.P..... 84  
 Notohardjono, B.D..... 379, 800  
 Nour-Omid, B..... 1986  
 Nour-Omid, G..... 642  
 Novarini, J.C..... 965  
 Nowinski, J.L..... 386, 720  
 ..... 2098  
 Nurick, G.N..... 2151  
 Nypan, L.J..... 1138

- 0 -

Obal, M.W..... 2583  
 Obermeier, F..... 775  
 Obernhuber, P..... 1800, 1801  
 Ochmann, M..... 1177  
 Ockert, C.E..... 257  
 Oda, S..... 546, 713, 714  
 ..... 715, 2584  
 Ofierzynski, M..... 1832  
 Ogawa, H..... 936  
 Ogawa, M..... 1414  
 Oguni, Y..... 1791  
 Ogushwitz, P.R..... 1484, 1485  
 ..... 1486  
 Ohashi, H..... 566, 1070  
 Ohira, N..... 1133  
 Ohmiya, K..... 1822  
 Ohnuma, S..... 2422  
 Ohsawa, H..... 410  
 Ohta, H..... 195  
 Ohta, M..... 609, 610  
 ..... 648, 957, 1186  
 Ohtomi, K..... 2289

Ohyoshi, T..... 1906  
 Okabe, N..... 995  
 Okabe, S..... 1778  
 Okada, K..... 578, 2141  
 Okada, T..... 380  
 Okamoto, M..... 2082  
 Okazaki, T..... 951  
 Okubo, N..... 1361, 1715  
 Okuda, S..... 1220  
 Okutsu, R..... 2530  
 Oliveto, G..... 761  
 Olmstead, J.L.D..... 2105  
 Olsen, R.J..... 1536  
 Olson, L.G..... 2361  
 Olson, M.D..... 732  
 Olsson, M..... 2205  
 Olunloyo, V.O.S..... 1340  
 Om, D..... 2109  
 On, F.J..... 251  
 Ong, P.P..... 1539  
 Ono, K..... 411  
 Onuma, H..... 2518  
 Ookuma, M..... 152, 153  
 ..... 816, 2604  
 Oravsky, V..... 565  
 Orgill, G..... 1156  
 Orlik-Ruckemann, K.J..... 1475  
 Orringer, O..... 996  
 Oshima, S..... 578  
 Osmond, E..... 2446  
 Osmond, D..... 2406  
 Ostadan, F..... 490  
 Ostiguy, G.L..... 747, 748  
 ..... 1357, 1385  
 Ostoja-Starzewski, M..... 1199  
 Oswald, L.J..... 2512  
 Ota, H..... 448  
 Otnes, R.K..... 2390  
 Otto, H..... 12  
 Outa, E..... 2253, 2530  
 Overvik, T..... 1812  
 Oyibo, G.A..... 1336, 2463  
 Ozawa, Y..... 1192  
 Ozguven, H.N..... 826, 1390  
 O'Callahan, J.C..... 1425, 1493  
 ..... 1708  
 O'Connell, W.J..... 2222  
 O'Connor, C..... 1518  
 O'Donoghue, P.E..... 2481  
 O'Leary, P.M..... 1349  
 O'Reilly, J..... 265

- P -

Padovan, J..... 2245  
 Paez, T.L..... 1644

Page, M..... 2511  
 Page, R.H..... 1058  
 Paidoussis, M.P..... 1178, 1908  
 ..... 2296, 2303, 2306, 2310  
 ..... 2332, 2333, 2342  
 Paipetis, S.A..... 2507  
 Pal, S..... 1408  
 Palazzolo, A..... 1863  
 Palazzolo, A.B..... 10  
 Palmer, D.C..... 2018  
 Palmer, S.B..... 1245  
 Palmov, V.A..... 848  
 Palsson, H..... 2223  
 Paluch, M..... 1409  
 Pamadi, B.N..... 515  
 Pan, Tso-Chien..... 487, 529  
 Panagiotopoulos, P.D..... 2360  
 Pande, S.S..... 458  
 Pandey, P.C..... 1767  
 Pandit, S.M..... 1497  
 Pandey, M.G..... 591  
 Pantucek, P..... 1968  
 Pao, Yih-Hsing..... 144, 2095  
 Pao, Y.-H..... 808  
 Paonessa, A..... 1111, 1174  
 Papa, L..... 226  
 Paramadilok, O..... 2245  
 Parbery, R..... 321  
 Pardoen, G.C..... 1522  
 Pardue, E.F..... 2178  
 Park, A.S..... 861  
 Park, K.C..... 179  
 Park, S..... 851  
 Parker, R..... 128, 269, 599  
 Parkin, M.W..... 2224  
 Parkins, D.W..... 360  
 Parkinson, A.G..... 446  
 Parkinson, G.V..... 2269  
 Parlett, B.N..... 642  
 Parnes, R..... 370  
 Parrett, A.V..... 1120, 1990  
 Parringer, P..... 1826  
 Parszewski, Z.A..... 234  
 Pasic, H..... 580, 919  
 Paskevicius, V.S..... 1182, 1183  
 Pasqualini, J.P..... 2341  
 Pastorel, H..... 2255  
 Pastrnak, J.W..... 1410, 1428  
 Patel, A.H..... 854  
 Patel, K..... 1221  
 Patel, M.H..... 941  
 Patel, S.M..... 458  
 Paterson, B..... 1373  
 Patrick, G.B..... 1684  
 Patt, P..... 1122  
 Pattinson, D..... 1062  
 Paul, D.B..... 750

Paul, D.K..... 420  
 Paul, J..... 2252  
 Payne, F.M..... 1117  
 Paz, M..... 1465  
 Pearce, B.K..... 697  
 Pearson, M.L..... 1495  
 Peecken, H..... 1581  
 Peecken, H.J..... 1324  
 Pegg, N..... 2230  
 Pekau, O.A..... 19, 2364  
 Pell, R.A..... 2231, 2232  
 Pelle, J.P..... 1491  
 Pelmear, P..... 253  
 Pelot, R..... 1026, 1277  
 Peloubet, Jr., R.P..... 358  
 Pendleton, R.L..... 218  
 Peng, H..... 2088  
 Penny, J.E.T..... 211  
 Penny, P.H.G..... 1824  
 Penoyre, S..... 2511  
 Penzien, J..... 21  
 Perangelo, H.J..... 1838  
 Peretti, L..... 2490  
 Peretz, D..... 759  
 Peroni, I..... 1723  
 Perrault, J..... 1077  
 Perricone, F..... 1022  
 Perrone, N..... 308  
 Perry, III, B..... 2462  
 Person, M..... 267  
 Persoon, A.J..... 1112  
 Peters, J.M..... 2537  
 Petersmann, N..... 849  
 Peterson, L.D..... 2607  
 Petersson, B..... 401  
 Petot, D..... 2055  
 Petronijevic, Z..... 1819  
 Petroski, H.J..... 2091, 2102  
 Petternella, M..... 1949  
 Pettigrew, M.J..... 2325  
 Petty, S.P.F..... 2450  
 Petyt, M..... 817  
 Pfeifer, M.S..... 1076  
 Pfeiffer, F..... 110  
 Pfeiffer, R..... 272  
 Pham, T.C..... 718  
 Philippacopoulos, A.J..... 938  
 Phipps, D.A..... 282  
 Pi, W.S..... 2513  
 Piaggio, R..... 1549  
 Pielorz, A..... 1333  
 Pierce, A.D..... 962  
 Piety, K.R..... 2178, 2179  
 Pilkey, W.D..... 10, 651  
 ..... 1863, 2194  
 Pillai, T.A.K..... 101  
 Pinazzi, F..... 2129

Pinkus, O..... 54, 55, 1875  
 Pinnington, R.J..... 696  
 Pintz, A..... 903  
 Piotrowski, J..... 2008  
 Piotrowski, J.D..... 2160  
 Piquette, J.C..... 343  
 Piranda, J..... 1435, 1702  
 Pivovarov, I..... 2532  
 Pizzamiglio, M..... 1549  
 Pizzigoni, B..... 220, 291  
 Plaut, R.H..... 321  
 Plesha, M.E..... 2186  
 Pluchino, S..... 622, 624  
 Plummer, M.C..... 1707  
 Plumtree, A..... 1399  
 Pochyly, F..... 612, 119  
 Polizzotto, C..... 383, 627  
 Pomerening, D.J..... 405  
 Pommereit, K.G..... 1215  
 Pook, L.P..... 289, 1395  
 Popov, E.P..... 63  
 Popp, K..... 681  
 Poppel, R..... 1991  
 Porat, I..... 451  
 Porter, M.B..... 2351  
 Posner, E.I..... 1057  
 Potiron, A..... 725, 726, 1597  
 Pototzky, A.S..... 1839, 2462  
 Potter, R..... 1434  
 Powell, C.L..... 1424  
 Powell, G.H..... 593, 594  
 ..... 595, 943  
 Powers, E.J..... 1711  
 Powers, J..... 771, 1657  
 Praefcke, R.O..... 1796  
 Prakash, J..... 48, 1581  
 Prater, Jr., G..... 1393  
 Preisser, J.S..... 1120, 1990  
 Prevost, J.H..... 173, 1479  
 Price, S.J..... 2303, 2310  
 ..... 2332, 2333  
 Priddy, T.G..... 1359  
 Priede, T..... 2015, 2418  
 Pritchard, B.N..... 1098  
 Pritchard, R.W..... 1518  
 Prossler, E..... 1490  
 Provan, J.W..... 1218  
 Prucz, Z..... 243  
 Prussing, J.E..... 1573  
 Pu, S.L..... 1629

- Q -

Qamaruddin, M..... 1788  
 Qian, F.B..... 1334  
 Qian, Zu-wen..... 956

Quek, Ser-Tong..... 472  
 Queval, J.C..... 107  
 Quigley, W.I..... 1019  
 Quinn, M.C..... 1936  
 Quirt, J.D..... 1283  
 Qureshi, T.B..... 898

- R -

Raabe, G..... 1352  
 Rabin, U.H..... 1548  
 Rabins, M.J..... 1181  
 Racic, Z..... 2076  
 Rackwitz, R..... 1996  
 Rades, M..... 2383  
 Radhakrishnan, V.M..... 1226  
 Radon, J.C..... 1230  
 Radwan, H.R..... 1455  
 Raghavan, T..... 2218  
 Ragulskis, K..... 1184, 1209  
 Rajagopal, K.R..... 908  
 Rajamani, A..... 1273  
 Rajaram, S..... 1747  
 Rajkumar, B.R..... 1969  
 Raju, I.S..... 139  
 Rakheja, S..... 1563  
 Rakhimov, E.R..... 199  
 Rakhit, A.K..... 2027  
 Rakhmatullaev, A.S..... 199  
 Ramamurti, V..... 249, 542  
 ..... 1513, 1761  
 Raman, H..... 2562  
 Ramulu, M..... 1223  
 Rand, O..... 2073  
 Randall, R..... 1541  
 Randall, R.B..... 287  
 Ranganath, D..... 586  
 Ranky, M.F..... 59  
 Rao, D.K..... 1431  
 Rao, D.L.P..... 1108  
 Rao, J.S..... 268, 1319, 2410  
 Rao, M.K..... 1536  
 Rao, M.S..... 579  
 Rao, R.S..... 246  
 Rao, S.S..... 736, 1551  
 Rao, V.V.R..... 268  
 Rao Dasary, A.M..... 1503  
 Raphanel, J.L..... 306  
 Raptis, A.C..... 1191  
 Rashed, A.A..... 239  
 Rasmussen, B..... 2100  
 Rasmussen, G..... 1021, 1420  
 Rasmussen, K.B..... 2564  
 Raspet, R..... 1546  
 Ratcliffe, C.P..... 1429  
 Rauch, A..... 1500, 1706

Rauch, F..... 2468  
 Rauscher, G..... 1781  
 Rautenbach, W..... 196  
 Ray, H..... 933  
 Ray, R.P..... 237  
 Ray, S.K..... 1224  
 Raynaud, J.L..... 1702  
 Reason, B.R..... 2522  
 Reavis, J.R..... 2337  
 Reddy, A.S.S.R..... 1310, 1553  
 ..... 2497  
 Reddy, J.N..... 74, 1911  
 ..... 2097, 2285  
 Reddy, P.J..... 249  
 Reddy, V.R..... 1451  
 Reding, J.P..... 1837  
 Redman-White, W..... 829  
 Reed, J.W..... 160  
 Rega, G..... 665, 728  
 Rehak, M..... 2574  
 Reich, M..... 881  
 Reichelt, W..... 1106  
 Reid, S.R..... 2267, 2458  
 Reif, Z..... 874, 875  
 ..... 1729, 1281  
 Reinberg, E..... 1397  
 Reinhardt, W.A..... 1028  
 Reiss, E.L..... 1980, 2351  
 Reiss, R..... 2610  
 Ren, L.X..... 2278  
 Ren, Shu-chu..... 635  
 Renfro, E.M..... 1793  
 Renkey, E.J..... 945  
 Repaci, A..... 727  
 Repick, E.P..... 2431  
 Reynolds, D.D..... 523, 524, 525  
 Ricciardiello, L..... 2129  
 Rice, J.M..... 1526  
 Rice, J.M..... 1987  
 Rice, R.S..... 1417, 1418  
 Richards, E.J..... 2136  
 Richards, T.R..... 1568  
 Richardson, M.D..... 2460  
 Richardson, M.H..... 1433  
 Ricketts, D..... 2288  
 Rickley, E.J..... 1852  
 Rieger, N.F..... 246, 871, 2144  
 Rienstra, S.W..... 94, 2340  
 Riff, R..... 178  
 Riggs, H.R..... 1802  
 Riley, B.S..... 2511  
 Riley, D.R..... 2198  
 Rimer, M..... 2468  
 Rincon, A..... 1405  
 Rinker, R.L..... 2244  
 Ripoche, J..... 1926  
 Ritchie, R.O..... 376

Rizzo, F.J..... 1366  
 Rizzo, S..... 973  
 Robbins, D.H..... 1859  
 Robert, G..... 2283  
 Robert, M..... 2210  
 Roberts, J.B..... 203, 647  
 Robertson, J.S..... 2350  
 Robinson, J..... 1947  
 Robinson, M.C..... 2368  
 Robinson, R.T..... 970  
 Robson, J.D..... 788  
 Roche, R.L..... 27  
 Rocklin, G.T..... 1241, 1442  
 ..... 1694, 1701  
 Rodack, M..... 2052  
 Rodeman, R..... 1359  
 Rodman, C.W..... 2593  
 Rogers, J.D..... 1388  
 Rogers, L..... 1389  
 Rogers, L.C..... 691  
 Rogers, R.J..... 898  
 Rohani, B..... 435  
 Rombult, P.A..... 1559  
 Romilly, N..... 598  
 Rosario, E..... 2120  
 Rosen, A..... 540, 2073  
 Rosenberg, J..... 798  
 Rosenhouse, G..... 1641  
 Rosenkilde, C.E..... 1942  
 Ross, C.A..... 1242  
 Ross, T.J..... 2266, 2268  
 Rossmannith, H.P..... 1671  
 Rothhirsch L.A..... 2157  
 Rotoloni, D.F..... 2302  
 Rousseaux, P..... 340  
 Row, D.G..... 593, 594, 595  
 Rowe, W.B..... 215  
 Rowe, W.S..... 2471  
 Royer, D..... 813  
 Rozmarynowski, B..... 1887  
 Rubin, L.I..... 467  
 Rucker, W..... 1798  
 Rudd, G.E..... 1123  
 Rudd, J.L..... 62, 2528, 2585  
 Ruddy, A.V..... 281, 841  
 Ruhnke, A..... 614  
 Ruiz, C..... 549, 2154  
 Ruo, S.Y..... 1116  
 Ruoss, C.W..... 260  
 Ruscheweyh, H..... 1100  
 Russell, D.L..... 2365  
 Russell, L.T..... 1373  
 Russell, M.F..... 2018, 2417  
 Ryders, P.C..... 1734

- 8 -

Sa, T.A..... 315  
 Sablik, M.J..... 1642  
 Sabot, J..... 2283  
 Sachse, W..... 1927  
 Sackman, J.L..... 779, 974  
 Sadd, M.H..... 1526, 1987  
 Sadek, A.W..... 1790  
 Sadek, E.A..... 912  
 Sadek, I..... 1898  
 Sadek, I.S..... 1168  
 Sadek, M.M..... 2563  
 Safar, K.N..... 2391  
 Safar, Z.S..... 51, 1324, 1876  
 Saff, C.R..... 2460  
 Sageau, J.F..... 2210  
 Saha, P..... 505  
 Sahinkaya, M.N..... 280, 1214  
 Saigo, M..... 449  
 Saiidi, M..... 664  
 Saito, E..... 650  
 Saito, H..... 597  
 Saito, K..... 1813  
 Saito, S..... 891  
 Saka, K..... 2156  
 Sakae, N..... 596  
 Sakai, F..... 936  
 Sakai, T..... 2130, 2141  
 Salama, M..... 2482  
 Salas, M.D..... 1232, 1492  
 ..... 2125  
 Saleh, N.A..... 2015  
 Salikuddin, M..... 93, 400  
 Salje, H..... 1818  
 Salm, J..... 205  
 Salman, F.K..... 1499  
 Salmon, M.A..... 1313  
 Samaras, E..... 2399  
 Samarasekera, H..... 1023  
 Samuelson, L.A..... 33  
 San Andres, L..... 1210  
 Sander, H..... 143  
 Sandford, M.C..... 2470  
 Sandifer, J.B..... 2308, 2316  
 Sandover, J..... 527  
 Sandstrom, R.E..... 191  
 Sankar, B..... 1662  
 Sankar, S..... 2138  
 Sankar, T.S..... 1015  
 Santini, A..... 761  
 Saravanamutttoo, H.I.H..... 164  
 Sarfeld, W..... 213  
 Sari, N..... 1386  
 Sarohia, S..... 941  
 Sarraillhe, S.R..... 511  
 Sas, P..... 773, 2121



Sasaki, Y..... 230  
 Sassi, H..... 828  
 Sathyamoorthy, M..... 309, 749  
 ..... 1172, 2545  
 Sato, C.J..... 1072  
 Sato, H..... 2291  
 Sato, S..... 1133  
 Sato, T..... 2081  
 Sauer, P..... 950, 1649  
 Saulson, P.R..... 263  
 Saurer, G..... 2223  
 Sauvage, G..... 533, 534  
 Savage, P..... 1175  
 Savkar, S.D..... 2274, 2309  
 Sawada, T..... 980  
 Sawanobori, T..... 2069  
 Sayed, A.M..... 757  
 Sayer, R.J..... 1480  
 Saylan, S..... 2215  
 Sazawal, V.K..... 95  
 Scanlan, R.H..... 1479  
 Scarton, H.A..... 1925  
 Schafer, D..... 552  
 Schamaun, J.T..... 355  
 Schamel, G..... 2486  
 Schamell, J.H..... 1676  
 Scharnhorst, T..... 2455  
 Scharrer, J.K..... 1155  
 Schartel, W.A..... 2500  
 Scheffey, C.F..... 661  
 Scheuren, J..... 743  
 Schibinger, P..... 1997  
 Schick, D..... 1369  
 Schiehlen, W..... 1992  
 Schmid, D..... 254  
 Schmid, I.C..... 1964  
 Schmidt, D.K..... 2473  
 Schmied, J..... 221  
 Schmit, L.A..... 1259  
 Schmitt, B.V..... 1386  
 Schmitz, F.H..... 1846  
 Schnauder, V..... 429, 644  
 Schneider, E..... 2596  
 Schneider, G.J..... 1924  
 Schneider, H.G..... 1934  
 Schneider, W.G..... 2317  
 Schnobrich, W.C..... 1179, 1922  
 ..... 2298  
 Schofield, A.N..... 236  
 Scholl, S..... 680  
 Schomer, P..... 953  
 Schomer, P.D..... 255, 1312, 1543  
 Schosser, R..... 12  
 Schott, G.A..... 85  
 Schreckenbach, H..... 2031  
 Schroedl, M..... 2355  
 Schueller, G.I..... 1995

Schulkin, M..... 1360  
 Schultz, K.J..... 1846  
 Schumacher, R.F..... 2430  
 Schuss, Z..... 2092  
 Schuster, G.T..... 1653  
 Schutz, W..... 619, 1107  
 Schwartz, C.W..... 2403  
 Schwartz, H.W..... 2567  
 Schweitzer, G..... 205, 1252  
 Scott, J.F..... 966  
 Scruby, C.B..... 1245, 1956, 2164  
 Scruton, C..... 1082  
 Sdouz, G..... 1103  
 Sebak, A.A..... 814  
 Seebass, A.R..... 1318  
 Seebold, J.G..... 1586  
 Seering, W..... 1515  
 Seetharam, S.A..... 126  
 Seide, P..... 730  
 Seidel, D.A..... 1300, 2470  
 Seiner, J.M..... 105  
 Seireg, A.A..... 2106  
 Seki, K..... 901  
 Sekiguchi, H..... 341, 1129  
 ..... 2131  
 Sekimoto, S..... 1555  
 Selberg, B.P..... 1842  
 Sembi, P.S..... 1953  
 Sen, P.K..... 1408  
 Sen, R..... 1285  
 Senda, T..... 535  
 Seneczko, ed., M..... 1878  
 Senoo, M..... 805  
 Senoo, Y..... 2413  
 Serafetinides, A.A..... 1196  
 Serdar, Jr., L..... 335  
 Seshadri, R..... 555  
 Seshadri, V..... 268  
 Sessarego, J.P..... 99  
 Sestieri, A..... 1647  
 Seth, B.B..... 165  
 Sethi, V.S..... 1011  
 Seto, K..... 531  
 Setoguchi, T..... 1348  
 Severin, D..... 1959  
 Severud, L.K..... 42, 946, 2301  
 Seybert, A.F..... 1366, 1599  
 ..... 1639  
 Shabana, A.A..... 846, 2182  
 Shah, A.H..... 944, 1002, 1527  
 Shah, S.P..... 142, 1660  
 Shahin, M.M.A..... 2045  
 Shamroth, S.J..... 2371  
 Shang, E.-C..... 1368  
 Shang, P.C..... 2392  
 Shankar, N.J..... 568, 2562  
 Shapton, W..... 1512

Shapton, W.R..... 1497  
 Sharan, A.M..... 1025, 1451  
 Shareef, I..... 807  
 Sharif-Bakhtiar, M..... 792  
 Sharma, A.M..... 601  
 Sharma, C.B..... 756  
 Sharman, P.W..... 2457  
 Sharp, B..... 2155  
 Sharp, R.S..... 2047  
 Shastry, B.P..... 1591  
 Shaw, C.T..... 363  
 Shaw, E.A.G..... 2124  
 Shaw, G.L..... 1567  
 Shaw, S.H..... 171  
 Shaw, S.W..... 2358, 2359  
 Shearer, J.L..... 334  
 Shell, J.S..... 2384  
 Shepard, G.D..... 1394, 1450  
 Shephard, M.S..... 2377  
 Shepherd, K.P..... 2030  
 Shepherd, R..... 2501  
 Shibuya, T..... 1255  
 Shieh, D.J..... 1290  
 Shiga, M..... 46, 765  
 Shih, T.Y..... 72  
 Shikida, M..... 1217  
 Shimada, T..... 1097  
 Shimizu, C..... 2291  
 Shimogo, T..... 563, 2338  
 Shimura, T..... 1769, 1856  
 Shin, J.K..... 2526  
 Shin, Y.W..... 257, 258  
 Shing, Pui-Shum B..... 636  
 Shing, P.B..... 571  
 Shinke, T..... 316  
 Shinoda, P..... 2005  
 Shinozuka, M..... 881, 2399  
 Shiota, T..... 277  
 Shippy, D.J..... 1366  
 Shirai, M..... 395  
 Shiraishi, H..... 1894  
 Shirakashi, M..... 71  
 Shivakumar, K.N..... 1195, 1339  
 Shmutter, S..... 1016  
 Shoji, H..... 1070  
 Shoop, S.A..... 351  
 Shrivastava, S.K..... 2396  
 Shukla, A..... 156  
 Shuttleworth, R..... 1057  
 Shu-hui, J..... 2398  
 Si, H.Y..... 113  
 Siede, P..... 557  
 Siegmann, W.L..... 766, 2350  
 Siew, A.H..... 2522  
 Silcox, R.J..... 1120, 1990  
 Silverberg, L.M..... 1840, 2608  
 Silvus, H.S..... 1642

Simic, D..... 1859  
 Simitzes, G.J..... 419, 915  
 Simmons, B.J..... 1567  
 Simmons, H.R..... 67, 653  
 Simmons, J.A..... 602  
 Simo, J.C..... 545  
 Simon, B.R..... 420  
 Simon, M..... 2149  
 Simonen, F.A..... 1288, 2300  
 Simonis, J.C..... 1346  
 Simpson, A..... 1953, 1989  
 Simpson, B..... 1080  
 Simpson, I.C..... 1794  
 Sing, R..... 1646  
 Singh, A..... 544  
 Singh, A.V..... 1343  
 Singh, B..... 2443  
 Singh, B.P..... 939  
 Singh, K..... 939  
 Singh, M.C..... 555  
 Singh, M.P..... 104  
 Singh, R..... 823, 1393, 1770  
 Singh, V.V..... 1825  
 Singhai, S..... 151  
 Sinha, A..... 1265, 1665  
 Sinha, S.C..... 185  
 Sinharay, G.C..... 1912  
 Sinopoli, A..... 727  
 Sireteanu, T..... 2064  
 Siskind, D.E..... 1521  
 Sisto, F..... 698  
 Sivakumaran, K.S..... 81  
 Skaistis, S.J..... 1229  
 Skelton, R.E..... 147, 2400  
 Skormin, V..... 1630  
 Skowronski, J.M..... 649  
 Slater, J.E..... 1693  
 Slater, J.E..... 2230  
 Smalley, A.J..... 653, 1067, 2012  
 Smeby, W..... 1378  
 Smiley, R.G..... 1244, 1690  
 Smith, C.A..... 2005  
 Smith, C.C..... 146, 150  
 Smith, Jr., C.V..... 2534  
 Smith, D.R..... 1069  
 Smith, G.C.C..... 1494  
 Smith, G.M..... 991  
 Smith, J.L..... 690  
 Smith, J.R..... 208  
 Smith, N.W..... 1240  
 Smith, P.D..... 326  
 Smith, R.A..... 1228  
 Smith, R.L..... 1247  
 Smyly, H.M..... 115  
 Snady, P..... 302, 978, 1889  
 Snoeys, R..... 773, 821  
 ..... 824, 1456, 2121

Snyder, V.W..... 1721  
 Sobczyk, K..... 1404  
 Sobek, T.E..... 2337  
 Socie, D.F..... 129  
 Sock, F..... 2110  
 Soenarko, B..... 1366  
 Sohaney, R.C..... 1685  
 Sohoel, E.O..... 2159  
 Soize, C..... 1648  
 Solari, G..... 1520  
 Soldatos, K.P..... 1909  
 Solecki, J.S..... 1274  
 Solek, P..... 14  
 Sollman, H..... 460  
 Solomos, G.P..... 1044  
 Soltis, L.A..... 483  
 Som, J.N..... 835  
 Somas, L..... 33  
 Sommerfield, G.A..... 162  
 Sonderegger, H..... 149  
 Sone, A..... 402  
 Song, Ji Oh..... 2448  
 Song, Zhi-Yung..... 629  
 Soni, A.H..... 2200  
 Soni, M.L..... 2237, 2488  
 Sonoda, K..... 1348  
 Sonsino, C.M..... 381, 2442  
 Sonzogni, V.E..... 668  
 Soo, P..... 136  
 Soom, A..... 111  
 Soovere, J..... 691, 803, 1899  
 Sorella, S..... 425  
 Sortland, B..... 685  
 Soucy, Y..... 2581  
 Sousa, A.C.M..... 898  
 Southall, R..... 2446  
 Sozen, M.A..... 189  
 Spagnolo, R..... 330, 1935  
 Spann, F..... 1122  
 Spanos, P.D..... 493  
 Spanos, P.-T.D..... 1044  
 Sparks, C.R..... 9  
 Spindel, R.C..... 961  
 Spletstoeser, W..... 1846  
 Springer, H..... 207  
 Springer, W.T..... 1382  
 Spurr, A..... 2299  
 Srinivasan, A.V..... 990, 1570  
 ..... 2415, 2517  
 Srinivasan, M.G..... 2388  
 Srinivasan, R.S..... 586, 2557  
 Srinivasan, V..... 2200  
 Staab, G.H..... 637  
 Stachowiak, G.W..... 1445  
 Stagg, M.S..... 1521  
 Stahl, B..... 993  
 Staker, C.H..... 1402

Stallone, M.J..... 219  
 Stanewsky, E..... 1197  
 Stangl, G..... 1817  
 Stanway, R..... 265  
 Starkey, J.M..... 1697  
 Stathopoulos, T..... 471  
 Stearman, R.O..... 1711  
 Steedman, R.S..... 2345  
 Stein, M..... 2542  
 Stein, P.K..... 1683  
 Steinhoff, J.S..... 1264  
 Steininger, D..... 1346  
 Steininger, D.A..... 2323  
 Stepanishen, P.R..... 342  
 Stephen, R.M..... 240  
 Stern, M..... 985, 2352  
 Stevens, J.R..... 1421  
 Stevens, J.R..... 2148  
 Stevens, K.K..... 1392  
 Stevens, M.G..... 1521  
 Stewart, R.M..... 1726  
 Sticher, F..... 2192  
 Stiglmaier, M..... 2437  
 Stimpson, G..... 658  
 Stinson, M.R..... 2124  
 Stoddard, III, A.T..... 686  
 Stoffregen, B..... 1960  
 Stokes, A.N..... 599  
 Stone, B.J..... 1321, 1593  
 Stone, J.R..... 1835  
 Stone, T..... 106  
 Stoneking, J.E..... 296  
 Stoneman, S.A.T..... 269  
 Storch, J..... 2261  
 Stover, R.J..... 1874  
 Stradiot, J..... 14  
 Strahle, W.C..... 1125  
 Straub, F.K..... 2060  
 Strauss, C..... 1823  
 Strauss, J..... 1799  
 Strazisar, A.J..... 2416  
 Strijhak, V..... 1207  
 Strobel, K.L..... 1779  
 Stroeve, A..... 1240  
 Strong, J.R..... 2504  
 Stronge, W.J..... 277  
 Strunk, W.D..... 1514  
 Stuff, R..... 899  
 Stulpinas, B..... 1209  
 Stumpf, F.B..... 2199  
 Su, H.Y..... 1578  
 Su, J.H..... 387  
 Su, Qingzu..... 2229  
 Su, S.M..... 626  
 Suarez, S.A..... 1473, 2132  
 Suaris, W..... 1660  
 Subbiah, R..... 1015

Subrahmanyam, K.B..... 1571, 2538  
 Subudhi, M..... 259, 1291, 1918  
 Suda, Y..... 677  
 Suemasu, H..... 918  
 Sueoka, A..... 167  
 Suesli, J.L..... 865  
 Sugawara, S..... 2546  
 Sugimoto, N..... 348, 909  
 Sugiyama, M..... 2118  
 Sugiyama, Y..... 1176  
 Suhara, J..... 928  
 Suhir, E..... 2551  
 Suhoski, J.E..... 466  
 Sukelis, A..... 1209  
 Sukelis, A.V..... 1182, 1183  
 Sullivan, B.J..... 1266  
 Sullivan, J.W..... 172  
 Sullivan, P.A..... 1298  
 Summer, H..... 392, 1773  
 Sun, C.T..... 796, 2135  
 Sun, D.C..... 53  
 Sun, J..... 521  
 Sun, Qing Hong..... 1430  
 Sun, Yueming..... 1432, 1730  
 Sunakawa, M..... 739  
 Sundar, V..... 2562  
 Sundararajan, V..... 1331  
 Sunden, B..... 2327  
 Sunder, R..... 126, 1398  
 Sundin, K.G..... 2152  
 Sundram, S..... 1057  
 Sung, C.K..... 907  
 Sung, S.H..... 1537, 1820, 2432  
 Sunnersjo, C.S..... 2249  
 Suresh, S..... 376  
 Surry, D..... 1353  
 Suzuki, T..... 2019  
 Sutela, T..... 424  
 Suter, P..... 222  
 Suzuki, K..... 96, 318, 402  
 .....752, 932, 1344, 1624  
 Suzuki, K.-i..... 2433  
 Suzuki, S..... 889  
 Suzuki, S.-I..... 1913  
 Suzuki, T..... 2081  
 Swaddiwudhipong, S..... 472  
 Swaminadham, M..... 588  
 Sweet, L.M..... 247, 1779  
 Sy, H.K..... 1539  
 Syamal, P.K..... 19, 479, 2364  
 Symonds, P.S..... 306, 1663  
 Szeliski, Z.L..... 662  
 Szoke, D..... 504  
 Szrom, D.B..... 2163  
 Szymczak, C..... 1887, 1888

- T -

Tabarrok, B..... 66, 906, 1036  
 Taber, R.C..... 1694  
 Tadjbakhsh, I..... 795  
 Tadjbakhsh, I.G..... 489, 2195  
 Tagawa, Y..... 589  
 Tago, Y..... 1220  
 Tajima, K..... 2253  
 Takagi, M..... 1813  
 Takahashi, M..... 597  
 Takahashi, R..... 414  
 Takahashi, S..... 318, 752  
 .....932, 1344  
 Takakuda, K..... 1255  
 Takallu, M.A..... 786  
 Takama, N..... 577  
 Takeda, K..... 1765  
 Takeda, N..... 1007  
 Takizawa, T..... 2535  
 Takizawa, Y..... 1255  
 Talley, J.Q..... 378  
 Tallin, A..... 526  
 Talmadge, R.D..... 1413, 1416  
 Talreja, R..... 2374  
 Tam, C.K.W..... 2571, 2572, 2573  
 Tamiya, M..... 1811  
 Tamura, A..... 201  
 Tamura, H..... 167  
 Tan, K.L..... 1539  
 Tan, Teong Eng..... 1562  
 Tan, Y.S..... 1724  
 Tanabe, S..... 1715  
 Tanahashi, T..... 980  
 Tanaka, H..... 1074  
 Tanaka, K..... 299  
 Tanaka, M..... 293  
 Tanaka, T..... 930, 1217  
 .....1566, 2141  
 Tanba, A..... 410  
 Tang, Daze..... 1689  
 Tang, S.H..... 1539  
 Tang, Zhiming..... 539  
 Tani, J..... 319  
 Tanimura, S..... 1006  
 Tanna, H.K..... 2571, 2572, 2573  
 Tao, D..... 173  
 Tappert, F.D..... 960  
 Tarics, A.G..... 2243  
 Tarrago, J.A..... 1828  
 Tarter, J.H..... 2567  
 Tassoulas, J.L..... 385, 494  
 Tatauno, T..... 1715  
 Tayel, M.A..... 2294, 2295  
 Tayel, M.A.H..... 937  
 Taylor, J.W..... 684  
 Taylor, Jr., L.W..... 515

Taylor, P.A..... 809  
 Taylor, S.M..... 1557  
 Taylor, W..... 253, 325  
 ..... 523, 525  
 Tedesco, J.W..... 2293, 2354  
 Teh, C.E..... 2312  
 Telefono, R..... 226  
 Telesman, J..... 140  
 Tembulkar, J.M..... 784, 785  
 Temma, K..... 1881  
 Terada, I..... 528  
 Terauchi, Y..... 791, 864  
 Terrinoni, L..... 1064  
 Tesar, A..... 1622  
 Tessier, L.P..... 1018  
 Thambiratnam, D.P..... 495, 558  
 ..... 2533  
 Thawani, P.T..... 2566  
 Theocaris, P.S..... 576  
 Theocaris, P.S..... 1196  
 Thiede, P..... 1197  
 Thiele, R..... 1934  
 Thien, G.E..... 2003, 2004  
 ..... 2016, 2414, 2436  
 Thigpen, L..... 2189  
 Thinnas, G.L..... 323  
 Thiruvengadam, A.P..... 368  
 Thiruvengkatachari, V..... 586  
 Thomas, D.L..... 415, 561  
 Thomas, J..... 700  
 Thomas, M..... 986  
 Thompson, A.G..... 463  
 Thompson, B.S..... 792, 907  
 Thompson, J.M.T..... 883  
 Thompson, R.B..... 163  
 Thornhill, R.J..... 146, 150  
 Thorpe, J..... 32  
 Thrasher, D.F..... 1114  
 Thuchiya, K..... 1297  
 Thummler, I..... 1185  
 Thummler, J..... 1369  
 Tichy, J..... 1572  
 Tidbury, G.H..... 2454  
 Tien, Chieh-Sheng..... 1311  
 Tietz, W..... 462  
 Tiffany, S.H..... 1550  
 Tigeot, Y..... 1102, 1292  
 Tillman, S.C..... 2553  
 Ting, T.C.T..... 347  
 Tischler, M.B..... 1833  
 Tischler, V.A..... 433  
 Titchmarsh, J.M..... 1956  
 Tjong, Jimi Sauw-Yoeng..... 874  
 ..... 1281, 1729  
 To, C.W.S..... 87, 789  
 ..... 1632, 1633  
 Tobler, W.E..... 2421

Tobocman, W..... 769  
 Tobolka, G..... 397  
 Toki, K..... 1791  
 Toler, D.F..... 843  
 Tollbom, B..... 333  
 Tolstoy, A..... 2116  
 Tomar, J.S..... 556, 1903  
 Tomaske, W..... 1538  
 Tominari, N..... 564  
 Tomita, H.T..... 230  
 Tomita, Y..... 596  
 Tomkins, D.W..... 2578  
 Tomlinson, G.R..... 822, 1441  
 ..... 2149  
 Tonder, K..... 781  
 Tondl, A..... 1132  
 Tong, Pin..... 886  
 Tong, Zhongfang..... 1432  
 ..... 1716, 1730  
 Tonshoff, H..... 1772  
 Tonshoff, H.K..... 2201  
 Toridis, T..... 2425  
 Toridis, T.G..... 2215  
 Tornillo, E.J..... 1058  
 Torvik, P.J..... 926, 2134  
 Totani, T..... 564  
 Tournierie, B..... 1152  
 Toussi, S..... 189, 2187  
 Townley, G.E..... 1710  
 Townsend, J.S..... 551  
 Trankle, T.L..... 1548  
 Trankler, H.R..... 1003  
 Tran-Cong, T..... 1740  
 Trethewey, M.W..... 1364, 2386  
 Tricamo, S.J..... 860  
 Triebel, I..... 1234  
 Tripathi, K.K..... 1738  
 Tripp, H.A..... 866  
 Troeder, C..... 445  
 Troger, H..... 1821  
 Tromp, J.H..... 2325  
 Trubert, M..... 2490  
 Trudan, D.E..... 2559  
 Trundle, C..... 1448  
 Tsai, Jenn-Shing..... 1714  
 Tsai, T..... 1535  
 Tsang, Leung..... 2119  
 Tsangarides, M.C..... 2421  
 Tsao, Y.H..... 1040, 1043  
 Tso, W.K..... 1790  
 Tsuda, Y..... 167  
 Tsuei, Y.G..... 1963  
 Tsuge, K..... 2435  
 Tsuji, T..... 2536  
 Tsujikado, K..... 1778  
 Tsujimoto, Y..... 1071  
 Tsujimura, T..... 1970

Tsujioka, Y..... 2535  
 Tsukahara, Y..... 2069  
 Tsung, W.J..... 1830  
 Tsunoda, H..... 709  
 Tsurui, A..... 2399  
 Tsutsui, Y..... 577  
 Tsutsumi, M..... 2423  
 Tu, Yan..... 629  
 Tubis, A..... 575  
 Tuma, J.J..... 721  
 Tuncel, O..... 271  
 Tung, C..... 2248  
 Turcic, D.A..... 1144, 1145  
 ..... 1146  
 Turkey, O.S..... 1214  
 Turnbull, D.H..... 2275  
 Turner, G.L..... 2014  
 Turno, L..... 1593  
 Tustin, W..... 2378  
 Tuttle, D.G..... 1274  
 Tygielski, P.J..... 115  
 Tylikowski, A..... 935  
 Tzong, T.J..... 21  
 Tzou, Horn-Sen..... 1464

- U -

Uberall, H..... 1175, 1338  
 Uchida, T..... 995  
 Udvardia, F.E..... 431  
 Ueda, M..... 1192  
 Ueha, S..... 1923  
 Uenishi, K..... 91  
 Ueno, S..... 71  
 Uhl, T..... 1237  
 Ulbrich, H..... 204  
 Uldrick, J.P..... 949  
 Ulm, S.C..... 1004, 1233  
 Ulrich, A..... 2597  
 Ulsoy, A.G..... 2524  
 Umehara, T..... 981  
 Umezawa, K..... 2081, 2118  
 Underwood, M.C.P..... 2070  
 Unger, E.E..... 43  
 Unger, W.H..... 2460  
 Unruh, J.F..... 108, 1534, 2588  
 Upadhyaya, B.R..... 1290  
 Upasani, S..... 1266  
 Utku, S..... 2482  
 Utley, W.A..... 2063  
 Utsuno, H..... 1566  
 Utzt, A..... 1109

- V -

Vafae, G..... 1501  
 Vaicaitis, R..... 1544, 1834  
 ..... 2561, 2565, 1844  
 Vaidya, N.R..... 41  
 Vaidya, P.G..... 229  
 Vakakis, A.F..... 2507  
 Valenta, P..... 2596  
 Valerga de Grego, B..... 312  
 Vallone, C.B..... 1417, 1418  
 Van Buren, A.L..... 343  
 Van Campen, D.H..... 202, 2334  
 Van Dao, Hoang..... 1060  
 Van de Ponsseele, P..... 2121  
 Van den Braembussche, R..... 2412  
 Van der Auweraer, H..... 824  
 van der Burgh, A.H.P... 114, 2258  
 van der Hijden, J.H.M.T..... 384  
 ..... 388  
 van der Hoogt, P.J.M..... 2334  
 Van Herck, P..... 824  
 Van Horne, J.C..... 1020  
 Van Hoy, B.W..... 1514  
 Van Karsen, C..... 633  
 van Koten, H..... 1089  
 van Niekerk, B..... 2467  
 van Santen, J.A..... 2428  
 Van Woert, R.J..... 1239  
 Vance, J.M..... 866, 1210  
 Vandeponseele, P..... 773  
 Vanderploeg, M.J..... 1814  
 Vanhoof, H.A.J..... 102  
 Varadan, V.K..... 101, 387, 1613  
 Varadan, V.V..... 101, 387, 1613  
 Vassilev, V.M..... 2227  
 Vasudevan, N..... 2284  
 Vaughan, D.K..... 1746  
 Veglia, B..... 261  
 Veikos, N.M..... 1058  
 Veitch, J.G..... 1654  
 Venkatesan, C..... 688, 1308  
 Venkateswara Rao, G..... 1591  
 Venkayya, V.B..... 433, 2483  
 Venter, K..... 236  
 Ventres, C.S..... 608  
 Verdonck, E..... 821  
 Verma, S.R..... 1011  
 Verma, V.K..... 1313  
 Verniere de Irassar, P.L..... 297  
 ..... 1161  
 Vestroni, F..... 665, 728  
 Viazzi, J.P..... 2552  
 Vickers, B.H..... 1275  
 Vickery, B.J..... 1090, 1099  
 Viegas, J.R..... 2109  
 Vielsack, P..... 2087

Vigeron, F.R..... 1855  
 Vigran, T.E..... 2108  
 Vikopoulos, T..... 830  
 Villard, B..... 2329  
 Villaverde, R..... 1314  
 Ville, J.M..... 2341  
 Vincent, J.H..... 1548  
 Vinje, T..... 685  
 Vinogradov, O.G..... 2196, 2532  
 Vitaya-Udom, K.P..... 345  
 Vitelli, R..... 1949  
 Vogt, J.B..... 1227  
 Vohr, J.H..... 1059  
 Vold, H..... 1241, 1438, 1442  
 ..... 1691, 1694, 1718  
 Volker, E..... 845  
 von Flotow, A.H..... 2479  
 von Glasner, E.C..... 1815  
 von Hofe, R..... 2003, 2004  
 Von Nad, J.D..... 1524  
 von Reth, R.D..... 300  
 Voorhees, C.R..... 1552  
 Vorberg, D..... 1063  
 Vossoughi, J..... 1601  
 Vu, B.Q..... 1958  
 Vyas, N.S..... 1319

- W -

Waas, G..... 1802  
 Wachel, J.C..... 1069  
 Wachter, J..... 272  
 Wada, B.K..... 2496  
 Wada, H..... 1171  
 Wada, S..... 52, 709  
 ..... 1862, 2521  
 Wadley, H.N.G..... 602, 603  
 Wagner, P..... 1643  
 Wagner, W..... 1301  
 Wahba, N.N..... 764  
 Wahyono, A.H..... 1592  
 Waisanen, P.R..... 1838  
 Wakiya, S..... 71  
 Walker, J.C..... 2043  
 Walker, K.P..... 1670  
 Wallace, A.A.C..... 1081  
 Waller, H..... 1256, 1961  
 Wallo, M.J..... 412  
 Walowit, J.A..... 54, 55  
 Walsh, E.K..... 984  
 Walshe, D.E..... 1080, 1082  
 Walter, H..... 619, 1107  
 Walter, P.L..... 404  
 Walter, R.A..... 271  
 Walter, T.A..... 607  
 Walters, W.P..... 2356

Walz, J.E..... 2487  
 Wambsganss, M.W..... 1347, 2313  
 ..... 2314, 2319  
 Wampler, C..... 2398  
 Wang, Bo Ping..... 10  
 Wang, B.P..... 651, 1448, 1699  
 ..... 1700, 1863, 2194  
 Wang, C.Y..... 439  
 Wang, Fuxing..... 2079  
 Wang, I-Chih..... 1689  
 Wang, K.S..... 1565, 1596, 2508  
 Wang, K.W..... 2203  
 Wang, Leon Ru-Liang..... 1350  
 Wang, Maw-Ling..... 177, 1998  
 Wang, R.T..... 1565, 1596, 2508  
 Wang, Ton-Lo..... 1078  
 Wang, X.W..... 1724  
 Wang, X.Z..... 1724  
 Wang, Yun Lung..... 503  
 Wang, Y.F..... 1932  
 Wang, Y.K..... 1918  
 Wang, Y.Z..... 1596, 2508  
 Wang, Y.-Y..... 1368  
 Wang, Zhifan..... 1447  
 Wang, Z..... 214  
 Wang, Z.S..... 53  
 Wang, Z.W..... 817  
 Wanner, R..... 2223  
 Warburton, G.B..... 751  
 Ward, B.A..... 2485  
 Ward, H.S..... 465  
 Ward-Close, C.M..... 125  
 Ware, A.G..... 323, 940, 1631  
 Warnock, A.C.C..... 2117  
 Warren, L.V..... 1739  
 Warrick, J.C..... 896  
 Waschl, J.A..... 1047  
 Wasserman, D.E..... 523, 525  
 Wasserman, Y..... 1335  
 Watanabe, T..... 426, 528, 2260  
 Watcharaumnay, S..... 1603  
 Waterman, P.C..... 967  
 Waters, P.E..... 2062, 2419  
 Watkins, C.B..... 704, 708  
 Watkinson, P.S..... 155, 337  
 Watson, P..... 1399  
 Watson, P.C..... 2224  
 Watson, W.R..... 90  
 Way, D..... 2243  
 Wayman, J.L..... 2238  
 Weatherly, G..... 1956  
 Weaver, D.S..... 2305, 2311  
 ..... 2330, 2331  
 Weaver, H.J..... 1410, 1428  
 ..... 1610  
 Webster, T..... 701  
 Weck, M..... 196, 1490, 1818

Wedig, W.....	1470, 1974	Wilson, D.A.....	1670
Weeks, G.E.....	2492	Wilson, J.C.....	876
Wegener, R.B.....	2265	Wilson, J.F.....	1156
Wegner, O.....	2385	Wilson, L.L.....	1242
Wei, Fu-Shang.....	2609	Wilson, R.K.....	984
Weiner, D.....	442	Winfree, P.K.....	611
Weinreich, G.....	1371	Winkel, B.V.....	499
Weinreich, R.S.....	1780	Winkler, A.....	992
Weinreich, R.W.....	368	Winklhofer, E.....	2016, 2436
Weisshaar, T.A.....	1332	Winterstein, S.R.....	646, 1669
Welsh, M.C.....	599	Winterton, J.G.....	2078
Welt, F.....	2372	Wirsching, P.H.....	131
Wen, T.....	1360	Wissbrok, H.....	737
Weng, C.I.....	1510	Witek, A.....	461
Werby, M.F.....	968, 2101	Wlezien, R.W.....	2111
Werkle, H.....	474, 1802	Wohle, W.....	2031
Werner, S.....	2425	Wojcik, G.L.....	1746
West, H.H.....	466	Wolak, J.....	68
Westine, P.S.....	356, 1375	Wolde-Tinsae, A.M.....	607
Weston, D.E.....	98	Wolf, B.....	1257
Weston, W.....	215	Wolf, J.P.....	671, 1800, 1801
Wetzel, R.M.....	22	Wolfe, H.F.....	802
Whalen, P.P.....	1940	Wolfer, A.....	1718
Whaley, P.W.....	991, 2520	Wolff, F.H.....	161
Wheeler, W.K.....	2207	Wolffgram, C.E.....	1608
Wheless, T.K.....	434	Wolford, T.C.....	942
Whiston, G.S.....	1890, 1891	Woloch, F.....	1103
White, F.C.....	634	Wong, F.S.....	2086, 2268
White, K.R.....	837	Wong, H.Y.....	1091
White, M.F.....	233	Wong, K.C.....	944, 1002
White, R.G.....	682, 1162, 1163	.....	1527
Whitesell, J.E.....	2524	Wong, W.P.....	327
Whitman, L.....	2033	Wong, W.S.S.....	663
Wicher, J.....	1468	Wood, J.J.....	2502
Widota, A.....	459	Wood, L.A.....	2040
Wiedermann, A.H.....	257, 258	Wood, R.M.....	1836
Wiedner, T.J.....	2377	Woodall, T.D.....	1709
Wiens, G.J.....	185	Woodtli, J.....	1230
Wight, J.K.....	2208	Woodtli-Folprecht,.....	127
Wilby, E.G.....	1306	Woodward, R.P.....	11, 336
Wilby, J.F.....	1306	Woodford, B.V.....	2039
Wilcock, D.F.....	1875	Woowat, A.....	1607
Wildoer, J.....	1187	Wormley, D.N.....	1827
Wilhelmij, P.....	959	Wu, D.W.....	2023, 2024
Wilkerson, J.B.....	274	Wu, H.A.....	1531
Wilks, A.R.....	1654	Wu, James Shih-Shyn.....	422
Will, W.....	548	Wu, S.M.....	2025, 2026
Wille, P.C.....	1934	Wu, S.T.....	478
Willford, M.R.....	1087	Wu, S.Y.....	154, 924, 925
Williams, C.....	1084	Wu, W.F.....	430, 475
Williams, D.....	335	Wu, W.Z.....	1583
Williams, F.W.....	519, 2262	Wu, X.M.....	1509
Williams, III, J.C.....	786	Wu, Zongren.....	2228
Williams, K.L.....	770	Wunderlich, W.....	1799
Williams, R.....	1691	Wyatt, T.A.....	1086, 1093
Williams, R.E.....	2021	Wylde, J.G.....	1879
Willmert, K.D.....	1046	Wynn-Ruffhead, A.....	2456



Wypich, P..... 1866  
Wyssmann, H.R..... 718

- X -

Xie, P.L..... 1578  
Xing, Zhao..... 1454  
Xistris, G.D..... 1029  
Xu, Mintao..... 1731  
Xu, Yan Chu..... 1430  
Xu, Yangshen..... 1688  
Xuegang, Yin..... 1606

- Y -

Yabuta, T..... 1970  
Yahata, S..... 2422  
Yamada, G..... 299, 589, 590  
..... 922, 930, 2297  
Yamada, H..... 609, 957  
Yamada, I..... 1516  
Yamada, K..... 61  
Yamada, T..... 1180, 2209  
Yamaguchi, S..... 1186  
Yamaguchi, T..... 1414  
Yamaji, T..... 319  
Yamakawa, H..... 452  
Yamaki, N..... 319  
Yamamoto, S..... 2521  
Yamamoto, T..... 2, 447  
..... 1656, 2010  
Yaman, Y..... 1390  
Yamane, R..... 578, 596, 597  
Yamane, Y..... 348, 909  
Yamasaki, T..... 547  
Yamashita, A..... 1894  
Yanabe, S..... 816  
Yanagida, M..... 2113  
Yanai, T..... 1880  
Yang, C.I..... 2313  
Yang, J.C.S..... 1535  
Yang, J.N..... 62, 1222  
..... 1768, 2528  
Yang, Ren-Jye..... 1615  
Yang, Shuzi..... 1447  
Yang, T.Y..... 488, 758, 1946  
..... 2282, 2495, 2577  
Yang, Yongxin..... 1743  
Yang, Y..... 1744  
Yaniv, S.L..... 1930  
Yankelevsky, D.Z..... 911  
Yano, S..... 181, 780, 979  
..... 1208, 1951, 2128, 2185  
Yano, T..... 995  
Yao, J.T.P..... 189

Yaozhang, Gu..... 2035  
Yashiro, H..... 2433  
Yasuda, K..... 753  
Ye, Kaiyuan..... 2426  
Yedavalli, R.K..... 147  
Yee, B.G.W..... 62  
Yee, K.W..... 2173  
Yeh, Yaw-Huei..... 1350  
Yehia, N.A.B..... 2377  
Yehodian, G.M..... 735  
Yellup, J.M..... 1200  
Yerges, L.F..... 954  
Yi, L.Y..... 394  
Yokoi, M..... 535, 1868  
Yokose, K..... 1297  
Yokoyama, Y..... 1778  
Yong, Y..... 2212  
Yoo, K.B..... 1175  
Yorio, R.N..... 843  
Yoshida, A..... 2083  
Yoshida, K..... 563, 724  
Yoshiki, H..... 577  
Yoshimoto, S..... 6, 284  
Yoshizawa, M..... 2535  
Younes, Y.K..... 988  
Young, C.D..... 2018  
Young, D.K..... 1364  
Young, J.W..... 1704  
Young, R.A..... 1806  
Youngdahl, C.K..... 258  
Yousif, A.E..... 1508  
Youtsos, T.G..... 1313  
Youwei, Wang..... 2034  
Yu, Jingyuan..... 2236  
Yu, Junyi..... 2204  
Yu, J.C..... 105, 2349  
Yuan, J.X..... 1509  
Yum, Yung-Ha..... 1623  
Yura, J.A..... 288

- Z -

Zach, B..... 1897  
Zacharopoulos, A..... 1046  
Zahrah, T.F..... 40  
Zak, M..... 976  
Zalas, J.M..... 1572  
Zaman, K.B.M.Q..... 2349  
Zang, T.A..... 1232, 1492  
Zastrau, B..... 1988  
Zdravkovich, M.M..... 1205, 2335  
Zeidan, F.Y..... 1065  
Zeller, L.D..... 1982  
Zeman, K..... 1821  
Zemin, Peng..... 1511  
Zenda, Y..... 29

Zeuch, W.R..... 439  
 Zhang, Lingmi..... 1692  
 Zhang, P.Q..... 1334  
 Zhang, Qiang..... 1463  
 Zhang, Q..... 1696  
 Zhang, Yaoqin..... 2220  
 Zhang, Yi Fei..... 1035  
 Zhang, Yongxin..... 2079  
 Zhang, Z.C..... 79  
 Zhao, Chun-Sheng..... 1703  
 Zhao, Lingcheng..... 1440  
 Zheng, Detao..... 2204  
 Zheng, Pei-Yi..... 2075  
 Zhong, Liang..... 1325, 1585  
 ..... 1682  
 Zhong, Qinghui..... 1730

Zhong, Wan-xie..... 509  
 Zhou, Sheng..... 539  
 Zhu, Guangtian..... 2236  
 Zhu, Menghua..... 450  
 Zhu, W.Q..... 112  
 Ziada, S..... 2307  
 Ziegler, F..... 808  
 Zienkiewicz, O.C..... 420  
 Zimmerman, J..... 994  
 Zinn, B.T..... 400  
 Zongwu, Hu..... 659  
 Zornig, J.G..... 151  
 Zu, Deyao..... 2424  
 Zui, H..... 316  
 Zukas, J.A..... 2356  
 Zukauskas, A.A..... 2315

# SUBJECT INDEX

## - A -

### Absorbers (materials)

528, 693

### Acceleration measurement

523, 1959

### Accelerographs

832

### Acoustic absorption

90, 528, 1128, 1641, 1933, 1934, 1935, 1936, 2066, 2100, 2123, 2238

### Acoustic emission

602, 603, 640, 839, 1245, 1246, 1616, 1680, 1956, 2164, 2563, 2602

### Acoustic excitation

269, 361, 750, 1421, 1472, 2148

### Acoustic fatigue

741, 802, 803, 918, 1899

### Acoustic filters

397

### Acoustic holography

103, 1478

### Acoustic impedance

1362, 1652, 2066, 2124

### Acoustic insulation

1640, 1931, 2042, 2094

### Acoustic intensity method

958, 1360, 1361, 1420, 2117, 2122

### Acoustic linings

1936

### Acoustic measurement

1188, 1639, 1650

### Acoustic properties

951, 1646, 2066, 2108, 2541, 2603

### Acoustic pulses

927, 959, 1632, 1633, 1770, 1929

### Acoustic resonance

2304, 2307

### Acoustic response

2560

### Acoustic scattering

1191, 1192

### Acoustic signatures

245

### Acoustic techniques

166

### Acoustic tests

838, 2390

### Acoustical insulation

1186

### Acoustical pulses

1853

### Acoustically induced excitation

2478

### Active attenuation

1572

### Active control

243, 1864, 1865, 2466

### Active damping

613, 1209, 1515

### Abstract

Numbers: 1-182 183-444 445-652 653-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2196 2200-2406 2407-2618

### Volume 17

Issue:	1	2	3	4	5	6	7	8	9	10	11	12

Active flutter control  
250, 358, 1550, 1839, 1843, 2473

Active isolation  
463

Active noise control  
1920

Active vibration control  
204, 205, 252, 263, 613, 774,  
787, 1115, 1515, 1560, 1561,  
1840, 1849, 1897, 2060, 2239,  
2365, 2479, 2483, 2484, 2485,  
2487, 2583

Actuators  
1864, 2484, 2487

Added mass effects  
1812

Adhesives  
266, 802

Aerodynamic analysis  
889

Aerodynamic characteristics  
357, 362, 407, 521, 1300, 1301,  
1548, 2576

Aerodynamic excitation  
1116

Aerodynamic loads  
8, 363, 513, 515, 703, 786, 885,  
1114, 1117, 1302, 1383, 1475,  
1678, 1782, 1836, 1837, 1841,  
1842, 1870, 2005, 2247, 2368,  
2371, 2415, 2462, 2464, 2472,  
2516, 2518, 2519, 2577, 2607

Aerodynamic noise  
1370, 2006

Aerodynamic stability  
1265

Aeroelasticity  
517, 688, 892, 893, 1709, 1870,  
1946, 2463

Agricultural machinery  
1679

Air blast  
109, 350, 351, 352, 353, 354,  
732, 1693, 2230

Aircraft  
377, 407, 441, 513, 514, 515,  
516, 688, 689, 695, 889, 895,  
1030, 1111, 1304, 1305, 1542,  
1548, 1549, 1550, 1833, 1834,  
1837, 1838, 1839, 1843, 1844,  
1845, 1965, 1968, 1971, 2231,  
2232, 2462, 2471, 2474

Aircraft components  
1899, 2460

Aircraft engines  
367, 1120

Aircraft equipment response  
2056

Aircraft fuselages  
1950

Aircraft noise  
336, 512, 686, 687, 1118, 1119,  
1174, 1306, 1307, 1543, 1544,  
1556, 1557, 2461, 2558, 2565

Aircraft propellers  
1121

Aircraft tires  
2513

Aircraft vibration  
1303, 1413

Aircraft windows  
31, 32, 33, 35, 36, 2559

---

Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

---

Issue:     1       2       3       4       5       6       7       8       9       10       11       12

---

**Aircraft wings**

250, 1046, 1112, 1113, 1114,  
1115, 1116, 1300, 1301, 1302,  
1551, 1840, 1841, 1842, 1900,  
2057, 2058, 2059, 2233, 2234,  
2459, 2463, 2464, 2465, 2466,  
2467, 2468, 2469, 2470, 2472,  
2598

**Airfoils**

275, 357, 577, 608, 1117, 1300,  
1370, 1571, 1944, 1946, 1965,  
2055, 2367, 2368, 2369, 2370,  
2371, 2467, 2470, 2576, 2577

**Airframes**

1668

**Airports**

686, 953, 1118, 1556

**Aitken acceleration method**

1741

**Algorithms**

2157

**Alignment**

51, 207, 901, 1062, 1324, 1587,  
1764, 1766, 1767, 1876, 2007,  
2008, 2076, 2160, 2162

**Alloys**

381

**Aluminum**

140, 381, 1216, 1217, 1231, 1397,  
1667, 1956, 2072, 2143, 2267

**Ammunition**

255, 344, 1528

**Amplification factor method**

1079

**Amplifiers**

1416

**Amplitude constraints**

2358, 2359

**Anisotropy**

74, 749, 1165, 2263

**Annular plates**

586, 588, 745, 1905, 2099, 2286

**Antennas**

789, 1883

**Anthropomorphic dummies**

511

**Antiresonant analysis**

1450

**Approximation methods**

182, 297, 314, 426, 574, 828,  
1161, 1582, 2154, 2191, 2606,  
2607

**Arches**

305, 1166, 1335

**Articulated vehicles**

506, 1417, 1418, 1817, 1821

**Asymmetric excitation**

915

**Asymmetric vibrations**

752

**Attitude control equipment**

1554

**Autocorrelation technique**

2394

**Automatic control**

1774, 1862

**Automatic transmission**

1074

**Automobile engines**

2004

**Automobile seats**

2044

**Abstract**

Numbers: 1-182 183-444 445-662 663-864 865-1065 1066-1263 1264-1486 1487-1766 1767-2002 2003-2199 2200-2406 2407-2618

**Volume 17**

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Automobile steering columns  
2590

Automobiles  
1107, 1263, 1536, 1537, 1538,  
1718, 1818, 1819, 1820, 1865,  
2003, 2038, 2042, 2432, 2433,  
2435, 2436, 2439, 2442, 2443,  
2446, 2457, 2506, 2578, 2597

Automotive engines  
874

Autoregressive moving average  
models  
148

Averaging techniques  
522, 633, 847, 1177

Axial excitation  
1157, 2262

Axial force  
1888

Axisymmetric vibrations  
311, 318, 2099, 2287, 2291, 2294,  
2295

Axles  
2047

- B -

Balancing machines  
165, 410

Balancing techniques  
4, 411, 412, 413, 414, 842, 1025,  
1026, 2157, 2170, 2171, 2172,  
2605

Ball bearings  
50, 711, 901, 1138, 1580, 1972,  
2523

Balls  
711

Bands  
1583

Barges  
2424

Bars  
721, 1328, 1329, 1591, 1593, 1884

Base excitation  
493, 654, 736, 1202, 1377, 2293

Base isolation  
41, 486, 487, 489, 529, 795,  
1096, 1127, 1522, 1567, 1707,  
2243

Beams  
69, 70, 270, 296, 297, 298, 299,  
300, 301, 302, 556, 557, 558,  
559, 562, 563, 564, 565, 630,  
698, 722, 724, 725, 726, 727,  
728, 729, 730, 731, 732, 733,  
734, 738, 793, 829, 910, 911,  
912, 913, 949, 991, 1000, 1160,  
1161, 1162, 1163, 1164, 1310,  
1330, 1331, 1388, 1425, 1445,  
1592, 1594, 1595, 1596, 1597,  
1598, 1600, 1601, 1602, 1603,  
1642, 1662, 1863, 1885, 1886,  
1887, 1888, 1889, 1890, 1891,  
1892, 1923, 1957, 2088, 2089,  
2090, 2091, 2134, 2239, 2262,  
2263, 2264, 2265, 2266, 2267,  
2268, 2289, 2355, 2400, 2404,  
2533, 2534, 2535, 2536, 2542,  
2587

Beam-columns  
600, 652, 2217

Bearing races  
1345

Bearings  
118, 202, 207, 283, 532, 1137,  
1139, 1269, 1320, 1874, 2076,  
2418

Beat phenomena  
2128

---

Abstract

Numbers: 1-192 193-444 445-662 663-884 885-1065 1066-1263 1264-1486 1487-1766 1767-2002 2003-2196 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

Beck's theory  
1251

Bellows  
115

Bells  
1623, 2102

Belt drives  
1018, 2524

Belts  
1583

Bending-torsion  
725

Berger theory  
1172

Bernoulli-Euler method  
296, 910, 2263, 2264

Bibliographies  
89, 103, 123, 444, 516, 885,  
1143, 1262, 1286, 1304, 1478,  
1496, 1659, 1753, 1754, 1755,  
2145, 2240, 2402

Bifurcation theory  
1253, 1979, 1980, 2187, 2358,  
2359

Bimodular properties  
1614, 1619

Biomechanics  
1126

Biot theory  
1365, 1484, 1485, 1486, 2146

Bird impact  
31, 32, 33, 35, 36, 1574, 2559

Bispectral analysis  
1711

Blade loss dynamics  
367, 1498

Blade passing frequency  
1134

Bladed disks  
219, 1570, 1665, 2520

Blades  
3, 47, 68, 161, 276, 536, 541,  
698, 699, 701, 1301, 1569, 1571,  
1871, 2202, 2248

Blast effects  
355, 606

Blast loads  
82, 331, 333, 344

Blast resistant structures  
331, 356, 970, 1375, 1941

Blast response  
2110, 2343

Blowers  
2413

Boats  
248

Bodies of revolution  
363, 1910, 2342

Boilers  
2323, 2326, 2337

Bolted joints  
547, 1327, 2084

Bond graph technique  
507, 1751

Bonded structures  
802, 1643, 2525

Bones  
1408

Booms (equipment)  
2056

---

Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1055 1056-1263 1264-1498 1499-1756 1757-2002 2003-2198 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

Boundary condition effects  
190, 710, 926, 1749, 2496

Boundary element technique  
491, 671, 726, 1285, 1525, 1526,  
1566, 1740

Boundary layer damping  
121, 1952

Boundary layer excitation  
1944, 2283, 2379, 2380, 2405

Boundary layer  
349

Boundary value problems  
743, 967, 1255, 1740, 1976, 1977,  
1978, 1979, 1980

Braces  
63, 65

Brakes (motion arresters)  
246, 1497, 2567

Braking effects  
2047

Branched systems  
1664

Bridges  
465, 468, 532, 663, 664, 837,  
876, 1079, 1080, 1081, 1282,  
1517, 1518, 1659, 1780, 1781,  
1782, 1783, 1784, 1889, 2206,  
2207, 2214, 2425

Bridge-vehicle interaction  
2205, 2426

Buckling  
262

Buffeting  
2274, 2308, 2309

Building block approach  
307, 395, 1704, 2433

Buildings  
17, 19, 20, 469, 471, 472, 474,  
478, 479, 481, 482, 483, 487,  
526, 529, 606, 667, 668, 1087,  
1088, 1095, 1283, 1314, 1374,  
1519, 1520, 1521, 1522, 1642,  
1659, 1786, 2029, 2030, 2031,  
2209

Bumpers  
1860, 2511

Buses  
884, 1299, 1817, 1866, 2444, 2452

Bushings  
282

- C -

Cable hangers  
697

Cable stayed structures  
1156, 1782, 2000, 2207

Cable stiffened structures  
2196

Cables  
304, 551, 552, 553, 1156, 1590,  
1882, 2239, 2255, 2256, 2257,  
2531, 2532, 2602

Calibrating  
1419, 2387

Cam followers  
831

Cantilever beams  
736, 737, 922, 1159, 1332, 1333,  
1593, 1693, 1743, 1840, 1893,  
2261, 2538

Cantilever blades  
2057, 2058

Cantilever plates  
77, 78, 922, 1620, 1621, 2557

---

Abstract

Numbers: 1-182 193-444 445-882 883-884 885-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

---

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

---



Caps  
1628

Cargo vehicles  
2041, 2527

Cargo  
504

Cascades  
2514, 2515

Case histories  
234, 1018, 1024, 1331, 1346,  
1359, 1424, 1428, 1464, 1507,  
1514, 1528, 1564, 1692, 2012,  
2021, 2076, 2163, 2165

Catenaries  
2259

Cavitation  
57, 58, 360, 1575

Cavities  
1002, 1372, 1646, 1647, 2120

Cavity-containing media  
2260

Centrifugal compressors  
7, 8, 9, 718, 1064, 1065, 1066,  
1067, 1068, 1069, 1275, 2012,  
2412

Centrifugal forces  
51, 52, 199, 453, 1134, 1577

Centrifugal pumps  
702, 1023, 1073

Centrifuges  
206, 1359

Cepstrum analysis  
399

Chatter  
234, 1316, 1510, 2022, 2023,  
2204, 2254

Chebyshev method  
1974

Chebyshev polynomials  
2286

Chimneys  
1089, 1090, 1091, 1096, 1097,  
1098, 1099, 1100, 2032

Circular bars  
361, 720

Circular cylinders  
71, 303, 567, 2335

Circular plates  
311, 312, 314, 385, 583, 587,  
746, 932, 1336, 1339, 1616, 1892,  
1902, 1904, 2068, 2287, 2291,  
2554, 2555

Circular rings  
1345

Circular saws  
1776, 2203

Circular shells  
2297

Clearance effects  
1580, 2526, 2529

Clutches  
1020

Coherence function technique  
1712, 2386

Collapse  
2362

Collision research (ships)  
1859, 2052, 2448, 2450, 2451,  
2452, 2453, 2454, 2455, 2456,  
2457, 2054

Collocation method  
315, 1902

---

Abstract

Numbers: 1-192 193-444 445-652 653-884 885-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2196 2200-2406 2407-2618

Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

---

## Columns

72, 262, 569, 739, 1251, 1604,  
1605, 2092, 2212, 2278, 2279

Combination resonance  
2322

Combustion engines  
455

Combustion noise  
455, 2417

Commercial transportation  
1814

Compacting  
1496

Compaction equipment  
2584

Complex modes  
1394, 1424, 1430

Complex structures  
1710

Component mode analysis  
1855, 2490

Component mode synthesis  
10, 152, 153, 389, 630, 816, 817,  
917, 1164, 1443, 1444, 1994,  
2432, 2489, 2592

Composite beams  
264

Composite materials  
623, 1242, 1401, 1473, 1484,  
1668, 1723, 1899, 2132, 2135,  
2374, 2375, 2491, 2544

Composite plates  
2281

Composite structures  
637, 802, 803, 933, 1165, 1614,  
1967, 2097, 2143, 2285, 2288

Compressive strength  
1130, 1131

Compressor blades  
269, 539

Compressors  
653, 1763

Computer aided techniques  
12, 410, 429, 462, 625, 644, 800,  
866, 892, 1026, 1083, 1248, 1553,  
1752, 1967, 2007, 2161, 2197,  
2198, 2446, 2473

Computer graphics  
1609

Computer programs  
31, 35, 36, 179, 192, 194, 202,  
217, 259, 324, 352, 357, 435,  
436, 437, 438, 439, 440, 445,  
486, 508, 519, 521, 569, 592,  
593, 594, 595, 652, 738, 842,  
861, 862, 863, 903, 940, 942,  
943, 1047, 1048, 1049, 1050,  
1051, 1052, 1053, 1075, 1076,  
1089, 1103, 1110, 1116, 1122,  
1152, 1260, 1261, 1262, 1263,  
1311, 1313, 1431, 1462, 1494,  
1495, 1508, 1579, 1590, 1623,  
1625, 1632, 1633, 1702, 1750,  
1767, 1819, 1829, 1994, 2000,  
2001, 2002, 2034, 2045, 2046,  
2107, 2177, 2196, 2199, 2200,  
2208, 2214, 2219, 2222, 2228,  
2255, 2257, 2343, 2365, 2393,  
2403, 2404, 2405, 2406, 2425,  
2440, 2553, 2585, 2601, 2615

Computer storage devices  
1455, 1687, 2612

Computerized simulation  
1770, 1824, 2421, 2523

Concentric shells  
755

Concentric structures  
805, 1908, 2218, 2296, 2299, 2342

## Abstract

Numbers: 1-192 193-444 445-652 653-884 885-1055 1056-1263 1264-1496 1497-1758 1759-2002 2003-2198 2199-2406 2407-2618

## Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Concrete  
142, 345, 496, 1247, 1529, 1530,  
1660, 2223, 2354, 2423

Condensation method  
849, 1025, 1042

Condensers  
2320

Conformal mapping  
1610, 1742

Conical shells  
590, 1344

Constitutive equations  
624, 777, 1660, 1670, 2186

Constrained structures  
733, 846, 2398

Construction equipment  
2063, 2427

Construction industry  
1540

Contact pressure  
2245

Contact vibration  
111, 971, 1138, 2360

Containers  
82

Continuous parameter method  
177, 432, 859, 1738, 2396, 2608,  
2610

Continuous systems  
972, 978

Continuum mechanics  
307, 386, 480, 666, 796, 2184

Control equipment  
38, 147, 200, 1181

Control simulation  
891

Conveyors  
1778, 2028

Cooling systems  
1637, 2003, 2004, 2414, 2601

Cooling towers  
488, 1095, 1523, 2008, 2078,  
2210, 2212, 2298

Coriolis forces  
453

Cornering effects  
1827

Correlation technique  
648, 1447, 1448

Corrosion fatigue  
129, 380, 549, 1645, 1879

Coulomb damping  
990

Coulomb friction  
334, 368, 369, 370, 795, 1202,  
1265, 1600, 1607, 1665, 1780,  
2251

Coupled response  
272, 1234, 1806, 2534, 2536

Coupled systems  
783, 784, 785

Couplings  
1, 904, 905, 1878

Covariance function  
1040

Crack detection  
161, 840, 1247, 1500

---

Abstract

Numbers: 1-182 183-444 445-662 663-884 885-1065 1066-1283 1284-1486 1487-1756 1757-2002 2003-2198 2200-2406 2407-2618

Volume 17

---

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

---

Crack propagation  
62, 126, 128, 139, 140, 289, 373,  
374, 375, 376, 576, 617, 620,  
804, 996, 1196, 1217, 1222, 1223,  
1224, 1225, 1226, 1228, 1230,  
1397, 1407, 1660, 1670, 1996,  
2140, 2142, 2231, 2298, 2377,  
2403, 2441, 2528, 2585, 2586

Cracked media  
220, 221, 384, 388, 997, 998,  
1255, 1408, 1625, 1629, 1671,  
1674, 1958, 2091, 2093, 2102,  
2103, 2355

Cranes (hoists)  
660, 2424

Cranes  
15, 16

Crankshafts  
1272, 2013

Crash research (aircraft)  
511, 890, 1110

Crashworthiness  
1957, 2448, 2454, 2458

Critical damping  
1391

Critical flow velocity  
2316, 2333

Critical speeds  
44, 66, 447, 452, 653, 866, 1270,  
1271, 1759

Curve fitting  
390, 391, 706, 1432, 1433, 1434,  
1435, 2181

Curved beams  
560, 735, 820, 2537

Curved pipes  
759, 760

Curved plates  
2556

Cutting  
462, 872, 2024, 2025, 2026, 2204

Cyclic loading  
65, 142, 237, 600, 928, 977, 988,  
1170, 1603, 1609, 2208

Cylinders  
304, 566, 568, 645, 786, 805,  
812, 914, 982, 1165, 1178, 1541,  
1807, 1811, 1895, 1896, 1926,  
2218, 2269, 2270, 2271, 2272,  
2273, 2274, 2275, 2276, 2277

Cylindrical cavities  
113

Cylindrical shells  
319, 320, 589, 590, 591, 755,  
756, 757, 930, 935, 944, 1130,  
1174, 1624, 1625, 1627, 1648,  
1907, 1908, 1911, 1912, 2103,  
2226, 2293, 2294, 2295, 2296,  
2297, 2299, 2561

- D -

Damage prediction  
96, 2230, 2324, 2447, 2455, 2586

Damage  
189

Damped modes  
1466, 1885

Damped structures  
601, 826, 850, 1259, 1260, 1382,  
1501, 1733, 1759, 1898, 2134,  
2408, 2580

Dampers  
118, 366, 369, 450, 611, 794,  
992, 1119, 1215, 1562, 1665,  
1953, 2032

#### Abstract

Numbers: 1-182 183-444 445-652 653-884 885-1085 1086-1283 1284-1486 1487-1756 1757-2002 2003-2186 2200-2406 2407-2618

#### Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Damping characteristics  
2301

Damping coefficients  
237, 279, 282, 290, 291, 292,  
293, 323, 365, 460, 461, 531,  
653, 685, 718, 837, 940, 945,  
1073, 1092, 1132, 1139, 1148,  
1214, 1321, 1327, 1376, 1390,  
1512, 1528, 1576, 1578, 1631,  
1636, 1743, 1825, 1875, 1955,  
2027, 2074, 2075, 2132, 2133,  
2137, 2139, 2325, 2328, 2373,  
2487, 2532, 2544, 2582, 2592

Damping effects  
391, 499, 504, 554, 782, 793,  
797, 883, 972, 1356, 1358, 1394,  
1488, 1511, 2136, 2333, 2500,  
2583

Damping materials  
2423

Damping properties  
121

Damping synthesis  
2237, 2488

Damping  
719, 737, 798, 946, 1212

Dams  
239, 240, 496, 497, 795, 1287,  
1529, 1530, 1659, 2036, 2220,  
2221

Dashpots  
1388

Data dependent systems  
1497

Data processing  
863, 1292, 1413, 1437, 1448,  
1453, 1457, 1650, 1708, 2595

Data recorders  
1413, 2450, 2593, 2594

Derailment  
247

Design sensitivity analysis  
1489, 1749

Design techniques  
271, 568, 683, 741, 819, 907,  
986, 1004, 1091, 1126, 1136,  
1166, 1282, 1318, 1374, 1547,  
1565, 1748, 1786, 1793, 1796,  
1831, 1915, 2002, 2004, 2046,  
2393, 2432, 2442, 2445, 2446,  
2448, 2451, 2457, 2466, 2526,  
2603, 2612, 2614

Detectors  
158

Diagnostic instrumentation  
162

Diagnostic techniques  
161, 163, 164, 408, 412, 839,  
840, 841, 1016, 1019, 1020, 1021,  
1022, 1023, 1024, 1480, 1481,  
1508, 1644, 1724, 1729, 1972,  
1973, 2157, 2158, 2159, 2160,  
2161, 2162, 2163, 2164, 2165,  
2166, 2167, 2169, 2600, 2601

Diesel engines  
395, 2017, 2018, 2019, 2417,  
2418, 2419, 2422, 2436

Differential equations  
1981

Digital filters  
851

Digital simulation  
334

Digital techniques  
1452, 2167

Dimensional analysis  
1445

---

Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1055 1056-1263 1264-1486 1487-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

Direct integration technique  
179

Discontinuity-containing media  
101, 581, 857, 928, 2555

Discrete Fourier transform  
5, 1961

Disks  
3, 47, 231, 536, 542, 584, 585,  
682, 988, 1340, 1341, 1502, 1569,  
1868, 2098, 2202

Displacement measurement  
2381, 2382

Domes  
1651

Doors  
331, 1941

Doubly asymptotic approximation  
1942

Drag coefficients  
985, 1590, 1811, 1812

Drilling platforms  
243, 942, 1294, 1295, 1296, 1535,  
1806

Drills  
1512, 1775

Driveline vibrations  
929, 1016, 2421

Drives  
392

Ducts  
90, 91, 92, 93, 94, 95, 329, 596,  
597, 598, 599, 947, 1351, 1639,  
1920, 1921, 2108, 2109, 2340,  
2341, 2342

Duncan method  
989

Dykes  
236

Dynamic absorbers  
531, 2508

Dynamic buckling  
65, 580, 754, 919, 1628, 1957,  
2087, 2334

Dynamic condensation method  
1465, 2614

Dynamic data system technique  
1509, 2025, 2026

Dynamic force analysis  
2011

Dynamic modeling  
1716, 1751

Dynamic plasticity  
174, 308

Dynamic response  
190, 233, 2151

Dynamic stability  
16, 419, 935, 1252, 1298, 1329,  
1385, 1591, 2195, 2524

Dynamic stiffness  
494, 1267, 1458, 2256

Dynamic stress concentration  
1007

Dynamic structural analysis  
183, 402, 437, 641, 911, 1035

Dynamic systems  
1042

Dynamic tests  
85, 241, 1092, 1131, 1242, 1797,  
1860, 1970, 2035, 2391

Dynamic vibration absorption  
(equipment)  
692, 1382

---

Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2196 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

- E -

Earth handling equipment  
673

Earthquake damage  
96, 477, 969

Earthquake excitation  
40

Earthquake prediction  
1945

Earthquake resistant structures  
40, 1235

Earthquake response  
72, 188, 236, 475, 476, 832, 876,  
1464, 2036

Earthquake simulation  
1993

Earthquakes  
104, 108, 1479

Eccentricity  
1137, 1340, 1587, 1790, 1873,  
2364

Eddy current probes  
408, 2174

Eigenvalue problems  
3, 5, 180, 310, 416, 417, 444,  
642, 1436, 1463, 1466, 1487,  
1489, 1491, 1501, 1504, 1688,  
1696, 1733, 1736, 2183, 2397,  
2609, 2610, 2611

Elastic foundations  
1903, 2029, 2213

Elastic media  
721, 976, 1409, 1976

Elastic plastic properties  
306, 383, 762, 911, 928, 1663,  
2087

Elastic properties  
313, 385, 386, 805, 806, 1338,  
1581, 1602, 1689, 2284

Elastic restraints  
751, 1601, 2264

Elastic supports  
697, 746, 754, 1161, 2547

Elastic systems  
419, 1144, 1145, 1146

Elastic waves  
144, 145, 384, 387, 388, 772,  
808, 810, 812, 1001, 1002, 1193,  
1194, 1328, 1675, 1722, 1906,  
1907, 1927

Elasticity theory  
760

Elastodynamic response  
1036, 1978

Elastohydrodynamic properties  
48, 49, 831

Elastomeric bearings  
545, 664, 900, 1127

Elastomeric dampers  
929, 1096, 1133

Elastomers  
529, 1123, 1215, 1317, 1878, 1955

Electric raceways  
335

Electromagnetic bearings  
1140

Electromagnetic excitation  
204, 1894, 2407

Electromagnetic properties  
205, 840, 1209, 1320

Electromagnetic shakers  
1182, 1183

Abstract

Numbers: 1-182 183-444 445-852 853-884 885-1055 1056-1263 1264-1486 1487-1756 1757-2082 2083-2198 2200-2408 2407-2618

Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Electromagnetic waves  
810, 814

Electronic instrumentation  
897, 1424

Elevators  
1464

Enclosures  
1372, 1935, 2563

Energy absorption  
40, 257, 262, 264, 896, 1130,  
1861, 2457, 2458, 2525

Energy dissipation  
520, 1388

Energy transmission  
733

Engine cylinder blocks  
2014

Engine mounts  
2509, 2510

Engine noise  
1896, 2015, 2016, 2417, 2420,  
2435, 2437, 2601

Engines  
842

Environment simulation  
1122

Environmental effects  
505, 1136

Equations of motion  
80, 81, 422, 427, 688, 892, 1018,  
1033, 1034, 1145, 1302, 1584,  
1985, 2189, 2398

Equipment mounts  
256

Equipment response  
108, 779

Equipment-structure interaction  
86, 779, 974, 1358

Equivalent continuum method  
2282, 2481

Equivalent linearization method  
847

Error analysis  
280, 636, 1440, 1555, 1639, 2386

Euler beams  
723

Euler equation  
1492

Exact methods  
310, 314, 426, 993, 1624, 2261

Exhaust noise  
2570

Exhaust systems  
2566

Expandable structures  
2492

Experimental data  
8, 61, 217, 242, 336, 360, 537,  
690, 803, 818, 832, 866, 876,  
898, 1082, 1107, 1110, 1131,  
1146, 1457, 1602, 1604, 1620,  
1631, 1649, 1650, 1652, 1666,  
1688, 1701, 1705, 1807, 2271,  
2272, 2276, 2310, 2315, 2317,  
2319, 2325, 2453, 2470, 2529,  
2562

Experimental modal analysis  
392, 393, 394, 625, 797, 823,  
824, 825, 1051, 1111, 1240, 1272,  
1284, 1303, 1319, 1334, 1361,  
1364, 1374, 1391, 1402, 1410,  
1411, 1412, 1413, 1414, 1416,  
1419, 1420, 1421, 1422, 1423,  
1428, 1429, 1430, 1431, 1432,  
1439, 1462, 1473, 1480, 1497,  
(continued)

---

Abstract

Numbers: 1-192 193-444 445-682 683-884 885-1085 1086-1283 1284-1486 1487-1786 1787-2002 2003-2186 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---



**Experimental modal analysis  
(cont'd)**

1508, 1514, 1522, 1523, 1528,  
1530, 1533, 1536, 1541, 1552,  
1568, 1569, 1583, 1682, 1683,  
1684, 1685, 1686, 1687, 1688,  
1689, 1690, 1691, 1692, 1693,  
1694, 1695, 1696, 1697, 1698,  
1723, 1729, 1753, 2148, 2150,  
2590

**Explosion effects**  
355, 1200, 2356

**Exponential window method**  
1694

**External damping**  
202, 1251

- F -

**Failure analysis**

382, 617, 646, 1017, 1018, 1024,  
2077, 2079

**Failure detection**

637, 640, 841, 1245, 1500, 1535,  
1723

**Fan blades**

277, 2514, 2515, 2516

**Fan noise**

11, 336, 656

**Fans**

197, 229, 1004, 1134, 1233, 1273,  
1274, 1480, 1990, 2003, 2004,  
2078, 2414, 2415, 2416

**Fast Fourier transform**

342, 423, 425, 1414, 1454, 1459,  
1473, 1483, 1885, 2373, 2380

**Fasteners**

64, 2250, 2528

**Fatigue life**

22, 27, 62, 127, 128, 129, 130,  
131, 132, 133, 134, 135, 136,  
137, 138, 139, 140, 141, 288,  
372, 373, 374, 375, 376, 377,  
378, 379, 546, 550, 617, 618,  
619, 662, 700, 713, 714, 715,  
750, 800, 801, 843, 868, 869,  
880, 928, 993, 994, 1078, 1093,  
1094, 1100, 1135, 1163, 1216,  
1217, 1218, 1219, 1220, 1221,  
1222, 1224, 1225, 1226, 1227,  
1228, 1229, 1246, 1294, 1319,  
1326, 1346, 1396, 1397, 1399,  
1400, 1402, 1404, 1405, 1406,  
1570, 1603, 1625, 1645, 1667,  
1668, 1669, 1768, 1775, 1866,  
1877, 1882, 1956, 2059, 2072,  
2084, 2143, 2144, 2231, 2232,  
2252, 2374, 2375, 2376, 2440,  
2441, 2442, 2444, 2460, 2528,  
2585, 2586, 2615

**Fatigue tests**

61, 123, 124, 125, 126, 289, 380,  
381, 441, 547, 548, 799, 991,  
995, 1107, 1180, 1230, 1231,  
1395, 1398, 1401, 1403, 1521,  
1569, 1780, 1850, 1879, 1967,  
2083, 2140, 2141, 2443

**Fault detection**

2157

**Feedback control**

2495

**Fiber composites**

138, 264, 631, 741, 1007, 1050,  
1365, 1602, 1658, 2156, 2373,  
2540

**Finite difference technique**

898, 1571, 1578, 1618, 1745,  
1944, 2351, 2538, 2553

**Finite element technique**

21, 35, 47, 74, 153, 173, 178,  
194, 220, 226, 387, 418, 422,  
428, 437, 453, 454, 461, 509,  
(continued)

**Abstract**

Numbers: 1-192 183-444 446-652 653-884 885-1055 1056-1283 1284-1498 1497-1756 1757-2002 2003-2198 2200-2406 2407-2618

**Volume 17**

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

**Finite element technique (cont'd)**

541, 545, 573, 579, 656, 660,  
675, 707, 714, 723, 729, 816,  
821, 854, 876, 879, 886, 889,  
924, 925, 939, 941, 999, 1032,  
1072, 1105, 1110, 1144, 1145,  
1184, 1195, 1261, 1274, 1276,  
1277, 1337, 1422, 1440, 1464,  
1490, 1509, 1525, 1527, 1531,  
1536, 1537, 1549, 1568, 1583,  
1591, 1599, 1600, 1606, 1615,  
1618, 1623, 1646, 1658, 1661,  
1693, 1705, 1710, 1714, 1731,  
1732, 1740, 1791, 1806, 1819,  
1820, 1853, 1866, 1874, 1887,  
1896, 1919, 1947, 1952, 1982,  
1990, 2000, 2001, 2036, 2046,  
2069, 2086, 2093, 2104, 2121,  
2134, 2135, 2190, 2205, 2215,  
2216, 2217, 2219, 2230, 2259,  
2281, 2282, 2285, 2305, 2361,  
2377, 2403, 2404, 2406, 2449,  
2495, 2537, 2544, 2550, 2554,  
2603, 2611, 31, 36, 569, 698,  
725, 1026, 1343, 1530, 1750,  
2400, 2455, 2612

**Finite segment method**

1664, 2257, 2494

**Flexible bearings**

1499

**Flexible couplings**

1141

**Flexible foundations**

214, 696

**Flexible rotors**

4, 5, 201, 202, 203, 205, 209,  
213, 215, 219, 411, 413, 451,  
1061, 1141, 1268, 1269, 1498

**Flexible shafts**

3, 1482

**Flexural vibration**

70, 212, 445, 449, 460, 539, 560,  
565, 682, 726, 727, 743, 745,  
917, 920, 921, 1113, 1160, 1172,  
1345, 1601, 1923, 2090, 2201,  
2261, 2262, 2263, 2288, 2534,  
2545, 2555

**Flexural waves**

733, 829, 1169

**Flight simulation**

125

**Flight test data**

1013

**Flight tests**

300

**Floating ice**

1613

**Floating structures**

510, 1919

**Floors**

480, 600, 601, 763, 1289, 2344

**Floquet theory**

1252

**Flow-induced excitation**

2307, 2325, 2328, 2329, 2367

**Fluid elastic instability**

2310

**Fluid film bearings**

57, 58

**Fluid inertia forces**

1322, 1577, 2521

**Fluidelastic instability**

2313, 2318, 2325, 2330, 2331,  
2332, 2333

**Fluids**

622

---

**Abstract**

Numbers: 1-182 183-444 445-652 653-864 865-1055 1056-1263 1264-1486 1487-1756 1757-2002 2003-2188 2200-2406 2407-2618

**Volume 17**

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

**Fluid-filled containers**

199, 218, 257, 258, 298, 319,  
328, 364, 782, 867, 937, 938,  
949, 981, 984, 1176, 1635, 1732,  
2294, 2295, 2296, 2539

**Fluid-filled media**

985, 2189, 2219

**Fluid-film bearings**

213, 215, 279, 281, 1575, 1577,  
1578, 2074, 2075, 2410

**Fluid-induced excitation**

7, 9, 67, 71, 88, 115, 116, 224,  
268, 293, 294, 500, 566, 577,  
599, 775, 908, 936, 951, 968,  
980, 983, 1059, 1064, 1070, 1071,  
1072, 1090, 1102, 1114, 1150,  
1151, 1153, 1154, 1155, 1178,  
1188, 1210, 1292, 1338, 1348,  
1487, 1651, 1895, 1908, 1917,  
1946, 2098, 2224, 2225, 2226,  
2247, 2253, 2269, 2270, 2271,  
2272, 2273, 2274, 2275, 2276,  
2277, 2283, 2292, 2299, 2303,  
2304, 2305, 2306, 2308, 2309,  
2310, 2311, 2312, 2313, 2314,  
2315, 2316, 2317, 2318, 2319,  
2320, 2321, 2322, 2323, 2324,  
2326, 2327, 2330, 2331, 2332,  
2333, 2334, 2335, 2336, 2337,  
2338, 2342, 2346, 2357, 2368,  
2369, 2379, 2381, 2409, 2411,  
2416, 2459, 2465, 2471, 2472,  
2530, 2547

**Fluid-induced vibration**

1776, 2339

**Fluid-inertia forces**

1582

**Fluid-structure interaction**

23, 25, 122, 273, 298, 439, 759,  
882, 981, 982, 1049, 1495, 1932,  
1938, 1939, 1942, 2227, 2361,  
2366

**Flutter**

222, 357, 536, 539, 657, 689,  
975, 1013, 1082, 1112, 1113,  
1115, 1383, 1547, 1549, 1711,  
1782, 1838, 1883, 1965, 2057,  
2058, 2093, 2104, 2292, 2334,  
2409, 2467, 2468, 2469, 2470,  
2471, 2472, 2474, 2516, 2517,  
2557, 2575, 2577, 2598, 2599,  
2609

**Foams**

1365

**Foil bearings**

54, 55

**Follower forces**

559, 1251

**Footings**

494

**Force balance method**

2135

**Force coefficients**

13, 268, 2095

**Force measurement**

294, 768, 1238, 1417, 1418, 1456,  
1678, 2152, 2312

**Force prediction**

1715, 2299, 2587

**Forced vibration**

4, 216, 585, 1439, 1494, 1594,  
1600, 2068, 2520, 2550, 2580

**Forcing function**

643, 875, 1018, 2379

**Forging machinery**

13, 253

**Foundations**

20, 236, 664, 670, 1004, 1101,  
1233, 1525, 2076, 2217

**Abstract**

Numbers: 1-182 183-444 445-652 653-884 885-1055 1056-1263 1264-1486 1487-1756 1757-2002 2003-2189 2200-2406 2407-2618

**Volume 17**

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Four bar mechanisms  
861, 1145, 1146, 2195

Fourier analysis  
1232

Fourier transformation  
720

Fracture properties  
28, 156, 607, 886, 999, 1288,  
1668, 1670, 1996, 2145, 2355

Framed structures  
761, 762, 1608, 1609, 1644

Frames  
18, 63, 65, 306, 307, 473, 481,  
484, 570, 571, 572, 652, 915,  
916, 1334, 1606, 1607, 2000, 2404

Fredholm equation  
2549

Free vibration  
73, 428

Freight cars  
503, 1784, 2175

Frequency analysis  
738

Frequency analyzers  
1677, 1681

Frequency constraints  
433, 912, 1046

Frequency dependent parameters  
985

Frequency domain method  
38, 391, 467, 501, 836, 975,  
1043, 1106, 1214, 1296, 1334,  
1434, 1437, 1453, 1467, 1520,  
1630, 1695, 1833, 1849, 1900,  
1937, 2050, 2418, 2473, 2490,  
2574, 2575

Frequency response functions  
146, 390, 423, 633, 827, 1010,  
1241, 1414, 1426, 1433, 1712,  
1015, 1442, 1452, 1648, 1694,  
1700, 1701, 1707, 1714, 1715,  
1718, 2386

Frequency response  
398, 651, 1439, 1702, 2383

Frequency spectra  
2384

Fretting corrosion  
50, 549, 1874

Fretting fatigue  
143

Friction  
45, 111, 807

Fuel tanks  
2460

Fundamental frequency  
1904, 2089, 2534, 2543, 2096

Fundamental modes  
635, 2089

- G -

Galerkin method  
311, 472, 744, 745, 1333, 1738

Galloping  
2258, 2259, 2269, 2372, 2531

Gas bearings  
6, 53, 54, 55, 56, 284, 704, 708

Gas turbine engines  
1666

Gas turbines  
164, 216, 615, 843, 844, 1020

---

Abstract

Numbers: 1-182 183-444 445-652 653-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

Gases  
368

Gear boxes  
287, 1873, 2080, 2163, 2422

Gear noise  
1325, 1585

Gear teeth  
285, 546, 2083

Gears  
228, 286, 443, 861, 903, 1584,  
1877, 2077, 2078, 2079, 2080,  
2168, 2235

Gear-induced vibrations  
1016

Generators  
395, 1019, 1764

Geometric effects  
8, 292, 316, 1571, 1615, 1620,  
1649, 2022, 2328, 2516, 2603

Geometric imperfection effects  
76, 228, 285, 913, 1617, 2249

Girders  
1518, 1967

Glass reinforced plastics  
1745, 1860, 2373

Global fitting method  
1433, 1884

Global identification technique  
1702

Gradient methods  
2464

Grain silos  
1387, 1524

Graphic methods  
1553, 1752, 2473

Gravity effects  
167

Green function  
342, 585, 1800, 1987, 2153, 2549

Grids (beam grids)  
307, 2239

Ground effect machines  
1109, 1298

Ground motion  
17, 104, 370, 452, 479, 1287,  
1526, 1790, 1945

Ground shock  
2033

Ground vehicles  
245, 463, 504, 507, 676, 788,  
862, 1106, 1374, 1814, 1815,  
1816, 1857, 1968, 2039, 2040,  
2041, 2043, 2044, 2045, 2050,  
2051, 2064, 2430, 2431, 2440,  
2441, 2449, 2458, 2509

Ground vibration  
350, 351, 352, 353, 354, 1055

Guardrails  
2456

Guyed structures  
1808

Gyroelastic properties  
2493

Gyroscopes  
199, 364, 798

- H -

Hamiltonian principle  
81, 699, 924, 2191

Hand tools  
523, 524, 525

---

Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1055 1056-1263 1264-1486 1487-1756 1757-2002 2003-2199 2200-2408 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

Harmonic analysis  
443, 852, 1386, 1949

Harmonic balance method  
154, 1253, 1894

Harmonic excitation  
171, 182, 414, 493, 562, 721,  
729, 753, 782, 827, 850, 1061,  
1287, 1319, 1384, 1524, 1919,  
2207, 2358, 2359, 2362, 2364,  
2546

Harmonic functions  
1740

Harmonic response  
1056

Harmonic waves  
622, 811

Head (anatomy)  
1311

Heat exchangers  
89, 500, 880, 1331, 1346, 1636,  
1917, 2292, 2308, 2310, 2311,  
2313, 2315, 2316, 2317, 2318,  
2319, 2324, 2330, 2331, 2336

Heat generation  
977

Heaving  
2428, 2429

Helical gears  
715, 2081

Helical springs  
533, 534, 2069

Helicopter noise  
894, 1543, 1545, 1546, 1848,  
1851, 1852

Helicopter rotors  
517, 1051, 1846, 2005

Helicopter vibrations  
893, 1561, 1849, 1051

Helicopters  
30, 232, 249, 274, 275, 300, 441,  
516, 537, 540, 891, 892, 1308,  
1547, 1573, 1760, 1847, 1850,  
1870, 1877, 2060, 2073, 2519

Helmholtz integral method  
769, 1366

Helmholtz resonators  
1647

Hertzian contact  
2406

High speed transportation systems  
1783

Hilbert transforms  
629, 1441, 1706, 2149

Hobbing  
873

Holes  
2124

Hole-containing media  
226, 951, 1007, 1397, 1628

Holographic techniques  
538, 588, 632, 1337, 1676, 1724,  
2019, 2155, 2514, 2596

Honeycomb structures  
1149, 1544, 1845

Hopkinson bar technique  
1242

Horns (sound generators)  
1128

Human factors engineering  
1085

Human hand  
523, 524, 525

---

Abstract

Numbers: 1-182 183-444 445-852 853-884 885-1055 1056-1263 1264-1488 1489-1756 1757-2002 2003-2198 2200-2408 2409-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

**Human response**

253, 254, 255, 522, 523, 524,  
525, 526, 527, 1312, 1556, 1557,  
1558, 1857, 1858, 1859, 2061,  
2062, 2063, 2502, 2503, 2504,  
2505, 2506

**Hunting motion**

678, 1830

**Hybrid simulation**

21

**Hydraulic dampers**

614

**Hydraulic equipment**

1229

**Hydraulic servomechanisms**

334

**Hydraulic systems**

954, 2509

**Hydrodynamic bearings**

1015

**Hydrodynamic excitation**

239, 303, 510, 983, 1807, 1808,  
1811, 1812, 1915

**Hydrodynamic lubrication**

781, 2522

**Hydrodynamic response**

298, 2354

**Hydroelectric power plants**

498

**Hydrostatic bearings**

211

**Hysteretic damping**

69, 187, 513, 1065, 1922, 2276,  
2532

**Immittance identification**

1816

**Impact dampers**

2138

**Impact excitation**

110, 172, 582, 995, 1184, 1237,  
1341, 1363, 1660, 2090

**Impact force**

146, 1006

**Impact hammer tests**

1421, 1422, 1423, 1473, 2148,  
2229

**Impact noise**

255, 1312

**Impact pairs**

2300

**Impact response**

26, 32, 34, 277, 324, 593, 594,  
595, 943, 1000, 1158, 1195, 1196,  
1328, 1339, 1518, 1589, 1658,  
1661, 1815, 1890, 1891, 2091,  
2223, 2265, 2267, 2278, 2539,  
2559

**Impact shock**

1551

**Impact tests**

441, 1337, 1682, 1685, 1689,  
2156, 2355, 2456

**Impedance matching technique**

214

**Impedance technique**

21, 951

**Impedance**

1929

**Impellers**

453, 454, 1070, 1071, 1072, 1073

**Abstract**

Numbers: 1-182 183-444 445-652 653-884 885-1055 1056-1263 1264-1486 1487-1756 1757-2002 2003-2198 2200-2406 2407-2618

**Volume 17**

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Impulse response  
399, 423, 557, 558, 851, 1439,  
1616, 1643, 1663, 2153, 2154,  
2497

Impulse testing  
93, 394

Indentation  
1662

Induction motors  
765

Industrial facilities  
337, 948, 1077, 1190, 1483

Industrial noise  
254

Inelastic materials  
40

Inertial forces  
554, 580, 710, 846, 1861

Inflatable structures  
2196

Initial deformation effects  
262, 447, 580, 701, 730, 2246,  
2536

Instrumentation mounts  
256

Instrumentation  
157, 158, 404, 621, 634, 824,  
1014, 1185, 1369

Integral equations  
421

Integration methods  
743, 1488

Interaction: structure-support  
2326

Interactive computing  
1609

Interferometric techniques  
538, 632, 1236, 1676, 2155

Interior noise  
512, 528, 687, 1119, 1306, 1537,  
1544, 1819, 1820, 2040, 2431,  
2432, 2433, 2434, 2435, 2436,  
2461, 2506, 2558

Internal combustion engines  
456, 457, 1508

Internal damping  
119, 202, 368, 612, 796, 1499,  
2135

Internal friction  
1058, 1220, 1780

Internal resonance  
554, 925, 2187

Iron  
619

Isolators  
530

Isotropy  
576

Iteration  
642, 975, 1487, 1594, 1733, 2575

- J -

Jet noise  
2111, 2348, 2349, 2570

Joint stiffness  
2527

Joints (anatomy)  
1559

Joints (junctions)  
916

---

Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1066 1067-1263 1264-1466 1467-1768 1769-2002 2003-2199 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---



## Joists

59, 60, 62, 63, 188, 266, 549,  
550, 600, 716, 737, 1142, 1143,  
1321, 1536, 1607, 1879, 2031,  
2251, 2252, 2338, 2525, 2526,  
2529

## Journal bearings

55, 215, 278, 284, 543, 544, 706,  
707, 708, 709, 710, 1323, 1324,  
1575, 1576, 1578, 1873, 1875,  
1876, 2009, 2521, 2522

## - K -

## Kalman filter technique

280, 650

## Keys

714

## Kilns

929

## - L -

## Lagrange equations

887, 1250

## Laminates

74

## Lanczos method

642, 1986

## Landing gear

249

## Landing

1551

## Laplace transformation

1618, 2266

## Large amplitudes

73, 309

## Laser structures

1428, 1567

## Lasers

1062, 1236, 1245, 1724, 1766,  
1960, 2019, 2067, 2381, 2416

## Laser-Doppler method

1725

## Lateral vibrations

195, 228, 448, 1502

## Lathes

234, 2423

## Launching response

2478

## Launching

2476

## Layered damping

2578

## Layered materials

21, 81, 385, 435, 582, 586, 618,  
637, 756, 757, 808, 812, 1195,  
1332, 1339, 1658, 1661, 1662,  
1802, 1909, 1911, 2241, 2242,  
2281, 2290, 2542, 2543, 2550,  
2559, 2561

## Leading edges

2369

## Least squares method

280, 315, 1025, 1198, 1469, 2113

## Legendre functions

177

## Line source excitation

2088

## Linear systems

1254, 1257, 1260, 2133, 2365,  
2580

## Linear theories

1709, 1950, 2189, 2587

## Linearization methods

1249

## Abstract

Numbers: 1-192 193-444 445-652 653-844 845-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

## Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

**Linings**  
90, 258, 282, 1351, 2340, 2356

**Linkages**  
66, 907, 1144, 1145, 1146, 1751, 1779, 2529

**Liquid propellant rocket engines**  
1856

**Liquids**  
782, 1485

**Locality principle**  
848

**Longitudinal vibrations**  
908, 1916, 2536

**Longitudinal waves**  
720, 1328

**Loss factor**  
1388

**Lubrication**  
48, 49, 864, 1405, 1575, 2159

**Lumped mass method**  
660

**Lumped parameter method**  
172, 1254, 1265, 1730, 1984, 2188

**Lyapunov's method**  
185, 2188, 2194

- M -

**Machine foundations**  
442, 1565, 1596, 1793, 1794, 1795, 1796

**Machine tools**  
12, 148, 459, 460, 461, 462, 626, 872, 873, 874, 875, 1509, 1510, 1511, 1513, 1724, 1729, 1771, 1772, 1773, 1774, 1975, 2022, 2023, 2024, 2025, 2027, 2173

**Machinery noise**  
337, 341, 774, 792, 1317, 2136

**Machinery vibration**  
429, 644, 696, 830, 1009, 1021, 1031

**Machinery**  
1027, 1187, 1244, 1248, 2376, 2397, 2508

**Machines**  
2002

**Machining**  
133, 1075, 1281

**Macroelement method**  
1737

**Magnetic bearings**  
204, 705

**Magnetic coils**  
806

**Magnetic suspension techniques**  
1971, 283, 1109

**Magnetic tapes**  
1207

**Mapping**  
169

**Marine engines**  
1272

**Marine propellers**  
273

**Marine risers**  
941, 1809, 1810, 1811, 1812

**Masonry**  
667, 1788

**Mass coefficients**  
290, 972, 985, 1747

**Abstract**

Numbers: 1-192 193-444 445-652 653-864 865-1055 1056-1263 1264-1486 1487-1756 1757-2002 2003-2199 2200-2408 2407-2618

**Volume 17**

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Mass matrices  
1330, 1493, 1705, 1708, 1714,  
2592

Mass-beam systems  
1893, 1894, 2261

Mass-plate systems  
1905

Mass-spring systems  
114, 1596

Material damping  
371, 792, 897, 991, 1213, 1388,  
2290

Materials handling equipment  
14, 1778

Materials  
372, 907

Mathematical models  
7, 183, 240, 444, 524, 688, 796,  
846, 853, 854, 1311, 1520, 1630,  
1717, 1730, 1781, 1785, 1799,  
1991, 1992, 1993, 2023, 2073,  
2121, 2213, 2258, 2321, 2399,  
2400

Matrix methods  
671, 1466, 1736

Matrix reduction methods  
1451

Maximax response  
1219

Maximum entropy spectral analysis  
1454

Maximum likelihood method  
1974, 1983

Measurement techniques  
2108, 2380, 155, 827, 829, 831,  
839, 1006, 1014, 1021, 1112,  
1213, 1220, 1361, 1362, 1383,  
(continued)

Measurement techniques (cont'd)  
1407, 1420, 1640, 1677, 1679,  
1694, 1725, 1826, 1869, 1929,  
2066, 2132, 2151, 2312, 2378,  
2379, 2381, 2385, 2427, 2430,  
2431, 2593, 2596

Measuring instruments  
1419, 156, 833, 1003, 1234, 1415,  
1416, 1417, 1418, 1652, 1959,  
1960, 2123

Mechanical admittance  
400, 591

Mechanical components  
96, 2376, 2584

Mechanical drives  
445, 1584

Mechanical impedance  
43, 79, 1734

Mechanical systems  
1237

Mechanisms  
860, 906, 2526

Membranes  
308, 574, 575, 1273, 1610, 1898,  
2100, 2539

Metal working  
458

Metals  
123, 377, 1200, 1215, 1218, 1246,  
1496, 1645, 1668, 2586

Method of structural numbers  
1984

Method of weighted residuals  
1738

Microcomputers  
429

---

Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1065 1066-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

Microphone technique  
1423

Mindlin theory  
1171

Minimum weight design  
912, 1046

Mining equipment  
  
2594

Missile launchers  
1123, 2235

Missiles  
521, 1124, 2402

Mobility method  
10, 401, 706, 826, 1267, 1390,  
1439, 1461, 1734

Modal analysis  
147, 148, 149, 309, 390, 391,  
452, 470, 573, 626, 627, 628,  
820, 821, 822, 875, 986, 1004,  
1009, 1010, 1013, 1015, 1020,  
1025, 1052, 1053, 1233, 1266,  
1267, 1269, 1270, 1273, 1274,  
1276, 1277, 1278, 1280, 1281,  
1292, 1321, 1325, 1331, 1340,  
1345, 1346, 1359, 1377, 1390,  
1392, 1393, 1394, 1400, 1408,  
1424, 1425, 1426, 1427, 1433,  
1434, 1435, 1436, 1437, 1438,  
1440, 1441, 1442, 1443, 1444,  
1445, 1446, 1447, 1448, 1449,  
1450, 1451, 1453, 1454, 1455,  
1456, 1457, 1458, 1460, 1463,  
1464, 1465, 1467, 1471, 1481,  
1493, 1500, 1510, 1512, 1531,  
1534, 1535, 1553, 1554, 1555,  
1565, 1567, 1574, 1592, 1595,  
1610, 1612, 1614, 1616, 1623,  
1634, 1637, 1643, 1644, 1699,  
1700, 1701, 1702, 1703, 1704,  
1705, 1706, 1707, 1708, 1709,  
1710, 1711, 1712, 1713, 1714,  
1715, 1716, 1717, 1718, 1719,  
(continued)

Modal analysis (cont'd)  
1720, 1722, 1730, 1731, 1732,  
1734, 1735, 1736, 1738, 1754,  
1772, 1773, 1816, 1819, 1820,  
1831, 1896, 1942, 1953, 1961,  
1962, 1977, 2014, 2121, 2149,  
2229, 2255, 2282, 2447, 2490,  
2493, 2494, 2540, 2582, 2587,  
2588, 2589, 2591

Modal balancing technique  
1482

Modal control technique  
1738, 1840

Modal coordinates  
1490

Modal damping  
520, 1855, 2501, 2581

Modal extraction method  
1438

Modal filters  
2608

Modal models  
2388

Modal scaling  
1690, 1719

Modal superposition methods  
570, 1008, 1266, 1527, 1616,  
1465, 1853

Modal synthesis  
497, 818, 819, 1356, 1376, 1511,  
1532, 1537, 1606, 1721, 1855,  
1963, 2388, 2488, 2581

Modal tests  
569, 2383

Modal truncation  
1376

Mode acceleration method  
2462

---

Abstract

Numbers: 1-192 193-444 445-652 653-884 885-1055 1056-1263 1264-1496 1497-1758 1759-2002 2003-2199 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

Mode approximation technique  
308

Mode displacement method  
2462

Mode indicator function  
1691

Mode shapes  
3, 191, 252, 318, 361, 454, 466,  
472, 508, 518, 519, 541, 572,  
588, 589, 590, 630, 666, 752,  
755, 783, 816, 916, 922, 930,  
931, 982, 1092, 1096, 1162, 1164,  
1274, 1278, 1280, 1310, 1336,  
1340, 1512, 1590, 1610, 1612,  
1620, 1624, 1626, 1646, 1664,  
1687, 1719, 1752, 1914, 1989,  
2019, 2029, 2056, 2080, 2281,  
2287, 2297, 2491, 2492, 2499,  
2538, 2549, 2555, 2581, 2587,  
2595, 2614

Model testing  
1846

Mode-amplitude technique  
1947

Modulation functions  
1043

Monitoring techniques  
162, 166, 233, 287, 408, 412,  
415, 638, 639, 640, 843, 844,  
845, 874, 1027, 1028, 1029, 1030,  
1031, 1075, 1084, 1244, 1248,  
1483, 1726, 1727, 1728, 1729,  
1974, 1975, 2168, 2173, 2174,  
2175, 2176, 2177, 2178, 2179,  
2180, 2602

Monte Carlo method  
488, 489

Moorings  
1813

Motion-limiting stops  
1331

Motor vehicle noise  
505, 528

Motor vehicles  
885, 2414, 2431, 2434, 2445, 2591

Motorcycles  
2062, 2503, 2597

Motors  
1028, 1923, 2169

Mountings  
196, 1965, 2179

Moving loads  
45, 302, 465, 559, 972, 1078,  
1517, 1783, 1784, 1889, 2205,  
2426, 2535, 2546

Mufflers  
1128, 1566, 1933, 2112, 2566

Multibearing rotors  
214

Multidegree of freedom systems  
1449, 1391, 1451, 1731, 2497

Multimicrophone technique  
1361

Multiple shakers  
1410, 1411, 1412

Multiple sine dwell method  
1552

Multipoint excitation technique  
1303, 1432, 1552, 2150

Multistory buildings  
18, 97, 470, 473, 475, 476, 477,  
480, 484, 485, 665, 666, 877,  
1083, 1084, 1085, 1086, 1688,  
1785, 1787, 1788, 2207, 2208

Musical instruments  
575, 2106

---

Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1065 1066-1283 1284-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

- N -

NASTRAN (computer program)  
30, 153, 434, 2402

Natural frequencies

4, 46, 74, 75, 88, 153, 191, 217,  
226, 274, 299, 314, 318, 319,  
321, 385, 454, 466, 472, 508,  
519, 541, 572, 575, 579, 586,  
588, 589, 590, 630, 642, 666,  
698, 746, 751, 752, 755, 756,  
765, 783, 784, 785, 837, 916,  
922, 926, 930, 931, 982, 1092,  
1096, 1164, 1175, 1237, 1272,  
1273, 1274, 1278, 1280, 1310,  
1336, 1340, 1343, 1448, 1491,  
1512, 1519, 1590, 1596, 1612,  
1619, 1620, 1624, 1626, 1636,  
1646, 1664, 1743, 1761, 1888,  
1893, 1903, 1913, 1989, 2029,  
2056, 2105, 2278, 2287, 2297,  
2378, 2491, 2492, 2499, 2538,  
2549, 2553, 2555, 2561, 2581,  
2595, 2614

Near field region  
1937

Nelson principle  
1429

Newmark method  
1488

Noise barriers  
340, 1373, 2564

Noise control  
884, 953, 954, 1054, 1186, 1187,  
1933, 2018, 2616

Noise generation  
29, 105, 229, 245, 253, 457, 498,  
596, 597, 609, 610, 674, 682, 683,  
899, 952, 1120, 1121, 1133, 1187,  
1763, 1765, 1869, 1885, 1937,  
2003, 2015, 2017, 2038, 2039,  
2062, 2063, 2070, 2071, 2115,  
2253, 2328, 2346, 2357, 2512,  
2563, 2567, 2571, 2572, 2573

Noise measurement

337, 403, 537, 686, 1014, 1118,  
1190, 1476, 1543, 1679, 1846,  
1851, 1852, 2018, 2417, 2430,  
2431, 2502, 2594

Noise prediction

686, 1275, 1306, 1546, 1896,  
2136, 2357, 2432

Noise reduction

11, 248, 329, 341, 455, 591, 658,  
687, 792, 875, 1063, 1119, 1134,  
1185, 1281, 1304, 1306, 1317,  
1352, 1363, 1369, 1392, 1544,  
1572, 1585, 1586, 1647, 1771,  
1786, 1834, 1835, 2004, 2016,  
2017, 2020, 2041, 2071, 2081,  
2111, 2112, 2122, 2197, 2414,  
2419, 2420, 2437, 2438, 2509,  
2558, 2567, 2570

Noise source identification

894, 949, 1820, 2601

Noise transmission

29, 1307, 1611, 1844, 1845, 2540

Noise-induced excitation  
2030

Nonconservative forces  
1206

Nondestructive tests  
163, 368, 631, 1143, 1245, 1247,  
1288, 1478, 1725, 1780

Nonlinear response  
1333, 1354, 2255

Nonlinear structures  
2190

Nonlinear systems  
430, 695, 822, 823, 828, 850,  
856, 975, 1008, 1249, 1429, 1467,  
1982, 2149, 2193, 2401

Abstract

Numbers: 1-192 193-444 445-652 653-884 885-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Nonlinear theories  
42, 184, 742, 749, 789, 818, 855,  
915, 919, 924, 925, 1056, 1159,  
1266, 1661, 1709, 1741, 1797,  
1951, 2337, 2527, 2554

Nonparametric identification  
technique  
828

Nonsynchronous vibrations  
1069, 868

Normal modes  
2351

Nozzles  
1348, 1634

Nuclear explosion effects  
434, 1375

Nuclear explosions  
109

Nuclear fuel elements  
1532, 1533, 2224, 2225

Nuclear power plants  
20, 27, 42, 166, 193, 259, 325,  
326, 327, 335, 474, 492, 640,  
675, 697, 1022, 1039, 1104, 1105,  
1235, 1630, 1636, 1707, 1799,  
1803, 1804, 2032, 2222, 2226

Nuclear reactor components  
23, 323, 499, 500, 838, 1292,  
1293, 1313, 1533, 1534, 1631,  
1637, 1803, 2222, 2301, 2302,  
2339

Nuclear reactor containment  
95, 2223

Nuclear reactor safety  
192, 1532

Nuclear reactors  
24, 25, 26, 162, 192, 242, 260,  
440, 639, 880, 881, 882, 945,  
(continued)

Nuclear reactors (cont'd)  
946, 1102, 1103, 1289, 1290,  
1291, 1531

Nuclear weapons effects  
30

Numerical analysis  
270, 416, 417, 428, 429, 539,  
644, 857, 999, 1035, 1103, 1252,  
1256

Numerical methods  
39, 1159, 1323, 1463, 1467, 1527,  
1559, 1741, 1746, 1910, 1985,  
2184, 2295, 2393

Nutation dampers  
2372

- O -

Oceans  
438, 766, 1934

Off-highway vehicles  
1562, 1563, 1823, 1858, 2447

Off-road vehicles  
2048, 2049

Off-shore structures  
28, 243, 244, 501, 502, 550, 645,  
843, 878, 883, 942, 1156, 1294,  
1295, 1296, 1535, 1805, 1806,  
1807, 1808, 1810, 1811, 1812,  
2227, 2228, 2277, 2428, 2429,  
2562

Oil dampers  
2131

Oil film bearings  
280

Oil film  
864

Oil whip phenomena  
230

---

Abstract

Numbers: 1-192 193-444 445-652 653-884 885-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

Oil whirl phenomena  
281

Oil-film bearings  
1214

Optical measuring instruments  
2382

Optical methods  
156, 2381, 2385

Optimization  
44, 203, 320, 321, 402, 433, 563,  
651, 1160, 1259, 1342, 1708,  
2135, 2137, 2181, 2194, 2279,  
2393, 2448, 2483, 2495, 2596,  
2603

Optimum control theory  
177, 2482

Optimum design  
190, 531, 562, 689, 736, 860,  
1551, 1749, 2195, 2508

Organs (biological)  
1126

Organs (musical instruments)  
2107

Orthotropism  
576, 754, 756, 1336, 1689, 1745,  
2099, 2552

Oscillating conveyors  
1777

Oscillations  
2107

Oscillators  
171, 643, 1044, 2130

Overhead cranes  
15, 659, 1514

- P -

Panels  
741, 950, 1611, 1844, 1899, 1900,  
1909, 2093, 2094, 2343, 2540,  
2541

Paper products  
1077, 1483

Parallelepiped bodies  
339

Parameter identification technique  
189, 431

Parametric excitation  
181, 739, 780, 915, 979, 1208,  
1252, 1446, 1951, 2128, 2185

Parametric resonance  
182, 559, 747, 748, 933, 1204,  
2322

Parametric response  
259, 776

Parametric vibration  
286, 701, 1060, 1884

Pavement roughness  
676

Pavements  
241

Pendulums  
1386, 1985

Penetration  
607

Period structures  
2395

Periodic excitation  
171, 297, 301, 566, 577, 654,  
747, 748, 1189, 1259, 1297, 1412,  
1429, 1430, 1506, 1884, 1905,  
2365, 2551

---

Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---



**Periodic response**

426, 553, 711, 827, 833, 852,  
906, 1260, 1598, 1747, 1821,  
1982, 2187

**Periodic vibration**

872, 2551

**Perturbation theory**

191, 416, 427, 727, 781, 811,  
852, 1037, 1137, 1148, 1149,  
1252, 1358, 1487, 1653, 1717,  
1733, 1736, 1979, 2116

**Phase methods**

1041

**Photoelastic analysis**

156, 1007

**Photographic techniques**

2311

**Piezoelectric properties**

2288

**Piezoelectric shakers**

635

**Piezoelectric transducers**

835

**Piezoelectricity**

2484

**Pile driving**

1798

**Pile foundations**

671, 672, 2214

**Pile structures**

235, 877, 1285, 1286, 1797, 2034

**Pipe joints**

1914

**Pipelines**

164, 532, 592, 593, 594, 595,  
943, 954, 1349, 1631, 1634, 1638,  
2222, 2301, 2302, 2562

**Pipes**

83, 84, 257, 258, 323, 324, 325,  
499, 942, 944, 949, 1176, 2106,  
2107, 2130, 2300, 2322, 2338

**Piping systems**

9, 22, 42, 85, 86, 87, 259, 326,  
327, 439, 940, 945, 946, 992,  
1313, 1350, 1630, 1632, 1633,  
1914, 1918

**Pistons**

923, 956

**Plastic properties**

1602, 2054, 2091

**Platens**

2292

**Plates**

73, 74, 75, 76, 79, 80, 81, 308,  
309, 313, 315, 386, 576, 577,  
578, 579, 582, 599, 637, 732,  
742, 743, 744, 793, 820, 923,  
924, 925, 926, 927, 928, 1142,  
1171, 1172, 1173, 1337, 1338,  
1613, 1614, 1615, 1626, 1761,  
1901, 1903, 1906, 1926, 1927,  
1944, 1957, 2095, 2097, 2100,  
2124, 2148, 2226, 2280, 2282,  
2283, 2284, 2285, 2314, 2542,  
2543, 2544, 2545, 2546, 2547,  
2548

**Pneumatic tires**

506

**POGO effect**

1856

**Point mapping method**

170

**Point masses**

2089

**Point source excitation**

772, 1384, 2114

**Abstract**

Numbers: 1-192 193-444 445-652 653-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

**Volume 17**

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Polymers  
371, 977

Polynomial analysis  
790

Polyreference method  
1437, 1438

Porous materials  
420, 422, 984, 985, 1484, 2066,  
2146, 2189, 2340

Positioning devices (machinery)  
1516

Power generators (electric)  
1481

Power plants  
67, 197, 238, 2178

Power series method  
1624, 1744, 2213

Power spectra  
2394

Power spectral density  
2561, 1040, 2349

Power transmission systems  
203, 1074, 1818, 2045, 2422

Prediction techniques  
135, 146, 222, 350, 351, 352,  
353, 354, 377, 379, 521, 800,  
866, 871, 955, 1396, 1474, 2055,  
2313, 2563, 2599

Presses  
658, 2080

Pressure gages  
157

Pressure vessels  
22, 25, 1288

Prestressed concrete  
1603

Prestressed structures  
2533

Printing  
1516, 2080

Probability density function  
646

Probability theory  
1044, 1218

Proceedings  
1054, 1389, 2197, 2616

Projectile penetration  
1173

Propeller blades  
273, 274, 275, 276, 537, 540,  
899, 1570, 1572, 1573, 1574,  
1870, 2060, 2073, 2518, 2519

Propellers  
403, 512, 952, 1937, 2006

Protective shelters  
331, 356, 970, 1375

Protective shields  
2054

Proximity probes  
1057, 1455

Pseudo shock waves  
578, 596, 597

Pulse excitation  
306, 1159, 1199, 1329, 1949, 2090

Pulse testing techniques  
402

Pumps  
162, 193, 194, 293, 295, 865,  
1022, 1063, 1505, 1564, 1757,  
1758, 1769, 1856, 1880

---

Abstract

Numbers: 1-192 193-444 445-652 653-884 885-1055 1056-1283 1284-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

- Q -

Quasi-modal analysis  
414, 1061

- R -

Racks  
1180

Radial vibrations  
702, 704, 708, 765, 2218, 2523

Rail wheel interaction  
1832

Railroad bridges  
662, 1078, 2205, 2426

Railroad cars  
247, 503, 677, 678, 1829, 1830,  
1831, 2175

Railroad tracks  
680, 1825, 1969

Railroad trains  
464, 533, 534, 971, 1215, 1517,  
1783, 1784, 1827, 1832, 1864,  
2205

Railroad wheels  
683

Railway vehicles  
2053

Railway wheels  
1133, 1868

Rail-vehicle interaction  
503, 679, 681, 1297

Rail-wheel interaction  
29, 682, 1108, 1133, 1828, 1830,  
2037, 2053

Random decrement technique  
1447, 1449, 1535

Random excitation  
5, 15, 289, 402, 430, 609, 610,  
730, 918, 978, 1359, 1396, 1398,  
1406, 1411, 1429, 1446, 1457,  
1778, 2092, 2207, 2508

Random response  
244, 501, 648, 789, 1043, 1451,  
2394, 2399

Random vibrations  
112, 154, 251, 332, 378, 421,  
647, 734, 761, 788, 872, 910,  
1203, 1243, 1756, 1776, 1892,  
2061, 2390, 2574, 2618

Rating  
1640, 1930

Rayleigh waves  
813, 1381, 1958

Rayleigh-Ritz method  
751, 1280, 1612, 2029, 2190,  
2261, 2552

Reciprocating compressors  
233, 1632, 1633, 1770, 2021

Reciprocating engines  
456, 2420

Reciprocating pumps  
2020

Recording instruments  
833, 2384

Rectangular beams  
561

Rectangular membranes  
740, 1168

Rectangular panels  
918

Rectangular plates  
76, 310, 580, 581, 747, 748, 749,  
750, 751, 919, 920, 921, 1170,  
(continued)

Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Rectangular plates (cont'd)  
1392, 1612, 1617, 1618, 1619,  
1621, 1693, 2096, 2288, 2289,  
2290, 2549, 2550, 2551, 2552,  
2553

Recursive methods  
1039

Reduction methods  
856, 1042, 2190, 2497

Regression analysis  
1689

Regulations  
1640, 2039

Reinforced concrete  
17, 18, 69, 97, 473, 476, 484,  
485, 607, 668, 778, 1099, 1179,  
1604, 1605, 1922, 1941, 2208,  
2268, 2298, 2425

Reliability  
131, 1996, 2092

Remote control  
1839

Resonance bar technique  
805

Resonance pass through  
1357

Resonance tests  
991

Resonant bar techniques  
2391

Resonant column tests  
2035

Resonant frequencies  
1474, 1622, 1976, 1977, 2181

Resonant response  
2, 543, 979, 1177, 1308, 1385,  
1776, 1847, 1924, 1948, 2045,  
2101

Resonators  
158, 2389

Response spectra  
1219, 1378

Response spectral density  
1451

Retaining walls  
2345

Reverberation time  
1677

Reverberation  
438

Reviews  
32, 112, 140, 144, 159, 175, 176,  
227, 441, 468, 483, 542, 574,  
598, 647, 1001, 1468, 1513, 1734,  
1945, 1955, 2085, 2097, 2203,  
2389

Rheological properties  
142

Ride dynamics  
1817, 2502, 2504, 2505

Rigid foundations  
213

Rigid rotors  
6, 215, 1503

Ring springs  
75

Rings  
83, 735, 939, 1567, 1629, 1913,  
2105

---

Abstract

Numbers: 1-182 183-444 445-652 653-864 865-1055 1056-1263 1264-1486 1487-1756 1757-2002 2003-2198 2200-2408 2409-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

Ritz method  
740, 746, 920, 931, 1626, 2096,  
2548

Riveted joints  
2232

Road roughness  
788

Roads  
241

Road-vehicle interaction  
2065

Robots  
641, 1045, 1076, 1515, 1779

Rock drills  
674

Rocket engines  
1757, 1758, 1769

Rocks  
2033

Rods  
348, 554, 555, 674, 722, 908,  
909, 1157, 1158, 1171, 1722,  
1883, 2087, 2089, 2260

Roller bearings  
48, 49, 213, 1136, 1972

Rolling contact bearings  
845, 1321, 1579, 1728, 2158,  
2159, 2174, 2175, 2249

Rolling element bearings  
408

Rolling friction  
2245

Roofs  
762, 948, 1353

Rooms  
330, 764, 955

Rotating machinery  
10, 265, 408, 1056, 1504, 2011,  
2176, 2177, 2180, 2201

Rotating structures  
223, 453, 939, 1280, 1422, 1494,  
2200

Rotational degrees of freedom  
1425, 1493, 1704

Rotational mode shapes  
2589

Rotational speed effects  
939

Rotatory inertia effects  
46, 80, 309, 561, 581, 757, 1271,  
1273, 1343, 1427, 1591, 1893,  
2286, 2545, 2546

Rotor blades (turbomachinery)  
222, 238, 268, 406, 702, 703,  
1318, 2247

Rotor blades  
2517

Rotors  
60, 193, 194, 198, 199, 200, 204,  
206, 207, 210, 211, 212, 217,  
218, 220, 221, 224, 225, 226,  
227, 228, 230, 231, 232, 233,  
294, 392, 410, 414, 446, 449,  
452, 654, 657, 867, 870, 871,  
1010, 1015, 1025, 1026, 1058,  
1059, 1209, 1264, 1265, 1266,  
1267, 1481, 1497, 1499, 1547,  
1688, 1757, 1758, 1760, 1761,  
1762, 1973, 2006, 2007, 2060,  
2160, 2171, 2409, 2410, 2411

Rotor-stator interaction  
198, 2411

Rubs  
68, 198, 870, 1973

#### Abstract

Numbers: 1-192 193-444 445-652 653-884 885-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

#### Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

- S -

Safety restrain systems  
1299

Sandwich structures  
793, 912, 1906

Saws  
2201

Scaling  
1373, 1595

Screening  
1756, 2618

Seals  
68, 290, 291, 292, 293, 294, 295,  
717, 718, 719, 1059, 1137, 1147,  
1148, 1149, 1150, 1151, 1152,  
1153, 1154, 1155, 1587, 1880,  
2085, 2238

Seismic analysis  
24, 42, 108, 149, 260, 317, 327,  
473, 474, 478, 492, 496, 499,  
1083, 1104, 1289, 1605, 1918,  
1922, 2200, 2206, 2215, 2220,  
2222

Seismic design  
41, 63, 481, 482, 483, 486, 563,  
668, 697, 778, 795, 948, 1127,  
1350, 1787, 1804, 2206, 2209,  
2243

Seismic excitation  
95, 107, 335, 490, 570, 664, 779,  
1291, 1349, 1378, 1519, 1627,  
1799, 1983, 2212

Seismic isolation  
1313, 1522

Seismic response spectra  
17, 601, 669, 763

Seismic response

18, 20, 64, 65, 96, 97, 104, 235,  
316, 345, 467, 475, 477, 479,  
480, 485, 487, 529, 571, 650,  
665, 667, 670, 675, 760, 761,  
783, 877, 878, 881, 882, 937,  
938, 940, 946, 1039, 1179, 1314,  
1355, 1376, 1377, 1428, 1524,  
1529, 1532, 1534, 1604, 1608,  
1659, 1785, 1788, 1790, 1791,  
1802, 1945, 1966, 2034, 2208,  
2211, 2221, 2293, 2302, 2344,  
2345, 2425

Seismic tests

242, 260, 346, 405, 476, 484,  
636, 2301

Seismic waves

1001, 1198, 1746, 2126

Self-excited vibrations

535, 979, 2185, 56, 234, 281,  
459, 608, 780, 870, 1065, 1208,  
1387, 1881, 1951, 2047

Self-generating functions

749

Sensitivity analysis

1426

Servomechanisms

1924

Shafts

1, 2, 44, 195, 196, 197, 201,  
406, 446, 447, 448, 450, 868,  
869, 1057, 1060, 1062, 1270,  
1271, 1500, 1501, 1502, 1762,  
2008, 2009, 2010, 2165, 2202,  
2407, 2408

Shakedown theorem

383, 627, 973, 2280

Shakers

393, 836, 1201

Shear deformation effects

1427

Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Shear waves  
1193

Shells of revolution  
318, 752, 758, 932, 1623, 2104

Shells  
24, 226, 299, 322, 700, 738, 742,  
820, 929, 931, 933, 968, 1342,  
1621, 1622, 1626, 1909, 1910,  
1957, 2101, 2102, 2212, 2285,  
2298, 2558, 2559, 2560

Ship hulls  
684, 888

Ship noise  
2094

Ship vibrations  
509

Shipboard machinery  
1029, 1031

Ships  
508, 553, 887, 1541, 2230

Shock absorbers  
257, 258, 1123, 1132, 2064, 2241,  
2242

Shock excitation  
105, 777, 1309

Shock isolation  
530, 897, 2235

Shock isolators  
2139

Shock pulse method  
2159

Shock resistant design  
1374

Shock response  
762, 1940, 2416

Shock tube testing  
434

Shock tubes  
160

Shock wave - boundary layer  
interaction  
608, 776, 1380

Shock wave propagation  
106, 1939

Shock waves  
347, 348, 349, 435, 605, 809,  
815, 909, 1047, 1379, 1381, 1672,  
1798, 1942, 1943, 2125, 2571,  
2572, 2573

Shrouds  
2415

Signal compression method  
396

Signal processing techniques  
150, 151, 287, 396, 1003, 1239,  
1639, 2386

Signature analysis  
1017, 1281

Silencers  
2570

Simulation  
233, 862, 1076, 1200, 1479, 1638,  
1813, 1818, 1829, 1966, 2283

Single degree of freedom systems  
426, 1202

Single-plane balancing  
409

Slabs  
339

Slider bearings  
1581

---

Abstract

Numbers: 1-192 193-444 445-662 663-884 885-1066 1066-1283 1284-1486 1487-1786 1787-2002 2003-2199 2200-2406 2407-2618

Volume 17

---

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

---

Slider crank mechanisms  
2195

Sliding friction  
486, 489

Slip joints  
2339

Slip rings  
1481

Sloshing  
113, 936, 938, 1293, 2588

Snap through problems  
730

Snubbers  
42, 259, 260, 2301

Soil tire interaction  
2513

Soils  
237, 1791, 1792, 1929, 2035,  
2218, 2219

Soil-foundation interaction  
1101

Soil-structure interaction  
20, 21, 370, 474, 478, 490, 491,  
492, 495, 670, 671, 675, 832,  
877, 879, 944, 1104, 1105, 1285,  
1289, 1376, 1755, 1798, 1799,  
1800, 1801, 1802, 2215, 2216,  
2217

Solid propellant rocket engines  
1125, 1853

Solid propellants  
400

Solid-structure interaction  
1826

Sonars  
1651

Sonic boom  
764

Sound generation  
775, 954, 1125, 1363, 1871, 1880,  
1936, 1938, 2106

Sound insertion loss  
1566

Sound intensity  
155, 1021

Sound measurement  
276, 1360, 1362, 1372, 2427

Sound pressure levels  
955

Sound pressures  
1372, 1928

Sound propagation  
336

Sound transmission loss  
1305, 1649, 1931, 2117

Sound transmission  
1283, 1368, 1641, 1653, 1921,  
2478

Sound waves  
84, 91, 92, 93, 94, 98, 99, 101,  
102, 329, 330, 338, 339, 340,  
342, 343, 399, 456, 598, 604,  
605, 656, 680, 693, 716, 767,  
768, 769, 770, 771, 773, 811,  
947, 950, 956, 960, 962, 963,  
964, 965, 966, 967, 968, 984,  
1120, 1189, 1194, 1351, 1364,  
1365, 1366, 1367, 1368, 1371,  
1599, 1613, 1648, 1655, 1656,  
1657, 1672, 1907, 1914, 1926,  
1932, 1990, 2040, 2088, 2113,  
2114, 2116, 2118, 2119, 2120,  
2121, 2340, 2341, 2347, 2348,  
2351, 2352, 2353, 2564, 2568,  
2569

#### Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

#### Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12



Space shuttles  
251, 369, 1240, 1279, 1505, 1553,  
2402, 2475, 2490

Space stations  
519

Space structures  
252

Spacecraft antennas  
2498, 2499, 2500, 2501

Spacecraft components  
37, 39, 690, 1122, 1757, 1758,  
1854, 2478

Spacecraft  
38, 147, 516, 518, 520, 611, 691,  
719, 819, 825, 1213, 1216, 1309,  
1310, 1552, 1554, 1555, 1595,  
1855, 2237, 2239, 2282, 2476,  
2477, 2479, 2480, 2481, 2482,  
2483, 2484, 2485, 2487, 2488,  
2489, 2491, 2492, 2493, 2494,  
2495, 2496, 2497

Spalling  
1200

Spectral analysis  
1192, 1459, 1492

Spectrum analysis  
629, 1232, 2075, 2344

Spectrum analyzers  
1005, 1483

Spheres  
968, 1175

Spherical shells  
82, 321, 753, 754, 934, 1343,  
1628, 1902, 1911, 1912

Spindles  
459

Spline technique  
1748, 2589

Spoilers  
362

Spring constants  
266

Springs  
930, 1317, 1562, 1751

Spur gears  
201, 713, 714, 2082

Squal  
1868

Squeeze-film bearings  
360, 705, 898, 900, 1212

Squeeze-film dampers  
118, 120, 365, 367, 615, 616,  
987, 988, 1210, 1211, 1666, 1954,  
2556, 2579

Stability analysis  
424, 2125

Stability  
6, 12, 37, 66, 176, 215, 218,  
221, 224, 225, 278, 294, 301,  
464, 507, 544, 545, 557, 560,  
1058, 1176, 1206, 1251, 1499,  
1503, 1576, 1791, 1814, 2396,  
2477, 2577, 2605, 2609

Stalling  
275, 2055, 2233, 2411, 2412, 2413

Standards and codes  
668, 839, 1282

Standards  
443, 498, 1014, 1055, 2617

Standing waves  
657

State space approach  
659, 676, 684, 1453, 1713

---

Abstract

Numbers: 1-192 193-444 445-682 683-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2196 2200-2406 2407-2618

Volume 17

---

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

---

Statistical analysis  
645, 648, 665, 959, 1447, 1539,  
1639, 1996

Statistical energy analysis  
59, 1186

Statistical energy methods  
332, 1642, 2094, 2434

Statistical linearization  
5

Stators  
765

Steam turbines  
46, 216, 271, 272, 655, 902,  
1319, 1507, 1764, 2166

Steel  
61, 127, 141, 143, 373, 379, 380,  
381, 477, 548, 778, 791, 995,  
1081, 1097, 1098, 1100, 1170,  
1180, 1226, 1227, 1228, 1230,  
1395, 1399, 1403, 2042, 2140,  
2141, 2143, 2209, 2267, 2584

Stick-slip response  
168, 1880

Stiffened beams  
1599

Stiffened panels  
1169

Stiffened plates  
2289

Stiffened shells  
1174

Stiffened structures  
803, 886

Stiffener effects  
579, 2289

Stiffness coefficients  
237, 279, 282, 290, 291, 292,  
293, 365, 461, 718, 790, 1073,  
1137, 1139, 1295, 1321, 1327,  
1525, 1576, 1578, 1747, 1801,  
1825, 1875, 1955, 2027, 2074,  
2075, 2410, 2592

Stiffness effects  
504, 807, 972

Stiffness matrices  
1330, 1493, 1705, 1708, 1714

Stiffness methods  
731

Stochastic processes  
72, 185, 186, 430, 489, 647, 736,  
800, 878, 957, 994, 1040, 1222,  
1290, 1354, 1404, 1573, 1669,  
1805, 1995, 2050, 2051, 2086,  
2477

Storage tanks  
936, 937, 938, 1627

Storage  
344

Strain energy density  
854

Strain frequency response func-  
tions  
1402

Strain gages  
394, 2152

Strain hardening  
1158

Strain rate  
1861, 2266

Stress analysis  
801, 2403

Stress elements  
1947

---

Abstract

Numbers: 1-182 183-444 445-852 853-884 885-1055 1056-1283 1284-1496 1497-1756 1757-2002 2003-2196 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

**Stress intensity factors**  
997, 998, 999, 1629, 2103

**Strings**  
555, 1588, 1589, 1881, 2086

**Structural damping**  
2236

**Structural members**  
332, 333, 619, 993, 1107, 1354,  
1355, 1356, 1357, 1553, 1595,  
1645, 1844, 1845, 1922, 2110,  
2226, 2441, 2447, 2458

**Structural modification tech-  
niques**  
191, 1364, 1721

**Structural resonance**  
1642

**Structural response**  
287, 404, 431, 493, 1032

**Structural synthesis**  
2604

**Structure borne noise**  
1537, 2031, 2558, 2565

**Structure-fluid interaction**  
107, 117, 1048

**Structure-foundation interaction**  
196, 442, 489, 493, 1233, 2214

**Structure-support interaction**  
1347, 1355, 1356, 1358, 2314,  
2323

**Struts**  
1167

**Studs**  
64

**Subharmonic oscillations**  
167, 181, 305, 780, 883, 1056,  
1204, 1894, 1951

**Submerged structures**  
303, 510, 567, 685, 980, 1541,  
1895, 2101, 2257, 2267, 2541

**Submersed structures**  
2428, 2429

**Substructuring methods**  
2589, 23, 395, 418, 496, 497,  
849, 1105, 1276, 1466, 1555,  
1606, 1736, 1739, 1855, 1963,  
1988, 2014, 2182, 2425, 2449,  
2604

**Subsynchronous vibrations**  
1059, 1067, 1068, 1279, 1507,  
2009, 2012, 2165

**Subway cars**  
246

**Subway railways**  
246

**Successive approximation method**  
2227

**Sum and difference frequencies**  
2010

**Summation of forces method**  
2462

**Superharmonic vibrations**  
2128, 1894

**Supersonic aircraft**  
1835, 1836

**Supersonic frequencies**  
1318

**Supports**  
44, 256, 320, 532, 1209, 1313,  
1635, 1897, 1917, 2021, 2323,  
2499

**Surface roughness**  
127, 717, 781, 1148, 1149, 1581,  
2357, 2568

---

**Abstract**

**Numbers:** 1-192 193-444 445-652 653-884 885-1055 1056-1283 1284-1496 1497-1756 1757-2002 2003-2198 2200-2406 2407-2818

**Volume 17**

---

<b>Issue:</b>	1	2	3	4	5	6	7	8	9	10	11	12
---------------	---	---	---	---	---	---	---	---	---	----	----	----

---

Surge  
7, 9

Suspended structures  
2338

Suspension bridges  
466, 467, 661, 1082

Suspension systems (vehicles)  
261, 265, 463, 464, 503, 533,  
534, 677, 694, 695, 1315, 1316,  
1562, 1563, 1816, 1862, 1864,  
1865, 1866, 1867, 2051, 2065,  
2240

Switches  
1359

Synchronous motors  
868

Synchronous vibrations  
870

System identification  
1548, 1743, 1744, 1997, 187, 188,  
432, 650, 822, 1013, 1106, 1257,  
1258, 1466, 1468, 1797, 2609,  
485, 1999

- T -

Tanks (combat vehicles)  
2593

Tanks (containers)  
316, 317, 368, 591, 2293, 2294,  
2295

Temperature effects  
95, 210, 322, 505, 556, 583, 933,  
962, 1324, 1575, 1592, 1899, 2166

Tensile strength  
1242, 2033, 2156

Test data  
748

Test equipment  
836, 1968, 2052

Test facilities  
160, 393, 406, 1216, 1235, 1240,  
1475, 1477, 1531, 1538, 1964,  
1966, 1969, 1971, 2392, 2597

Test models  
1373, 1608

Testing instrumentation  
837, 1239

Testing techniques  
22, 124, 159, 163, 346, 404, 405,  
465, 571, 621, 799, 999, 1007,  
1401, 1682, 1683, 1684, 1685,  
1781, 1792, 2052, 2391, 2443,  
2450, 2496, 2617, 2618

Textiles  
1762

Theory of adaptive identifiers  
1748

Thermal insulation  
838, 1680

Thermoelasticity  
173

Thrust bearings  
51, 52, 53, 54, 1322, 1582

Tiles  
1643

Tilt pad bearings  
209, 655, 712, 902, 2521

Time dependent excitation  
1256

Time dependent parameters  
1488, 2394

Abstract

Numbers: 1-182 183-444 445-652 653-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Time domain method  
178, 275, 391, 397, 423, 488,  
491, 828, 836, 876, 1038, 1106,  
1194, 1296, 1334, 1467, 1695,  
1735, 1743, 1746, 1747, 1800,  
1801, 1813, 1849, 2153, 2214,  
2255, 2418, 2490, 2582

Time response loops  
1946

Time series analysis method  
1454, 1542, 2607

Time-delay systems  
1998

Timoshenko theory  
70, 558, 723, 727, 734, 1277,  
1598, 1891, 2264, 2266, 2268

Tires  
535, 1568, 2070, 2071, 2512

Tire-pavement interaction  
1869

Tire-vehicle systems  
1568

Tire-wheel interaction  
45, 2043

Tools  
2201

Topological methods  
1984

Torque excitation  
451

Torque  
1057

Torsional excitations  
411, 995, 1157, 1268, 1901, 562

Torsional response  
19, 467, 478, 479, 540, 653,  
2364, 2421

Torsional vibrations  
1, 201, 208, 212, 366, 445, 450,  
560, 621, 708, 726, 830, 904,  
908, 913, 921, 929, 1016, 1039,  
1160, 1272, 1278, 1415, 1501,  
1502, 1506, 1597, 1601, 1887,  
1888, 1916, 1997, 2013, 2078,  
2259, 2408, 2409, 2422, 2534,  
2536

Towed systems  
553

Towers  
878, 1092, 1093, 1094, 1156,  
1284, 1789, 1808

Tracked vehicles  
1824, 1826, 1964, 2593

Tractors  
1821, 1822, 2229

Traffic noise  
341, 1539, 1558, 1930, 2437, 2503

Traffic-induced vibrations  
465, 663, 1540

Transducers  
397, 401, 404, 834, 1011, 1012,  
1238, 1419, 1924, 2152

Transfer functions  
279, 399, 1276, 1410, 1695, 2026

Transfer matrix method  
87, 855, 1499, 1501, 1598, 2291,  
2395

Transient analysis  
175, 587, 2134, 2186, 2476

Transient excitation  
654, 898, 1411, 2227, 2284, 2475

Transient response  
7, 70, 77, 157, 173, 221, 270,  
420, 440, 495, 558, 833, 863,  
1050, 1638, 1748, 1905, 2095,  
2192, 2194, 2439, 2500, 2533

#### Abstract

Numbers: 1-192 193-444 445-652 653-894 895-1085 1086-1263 1264-1496 1497-1756 1757-2002 2003-2196 2200-2406 2407-2618

#### Volume 17

Issue:	1	2	3	4	5	6	7	8	9	10	11	12

Transient vibrations  
194, 2551

Transient waves  
914

Transmissibility functions  
1707

Transmission lines  
551, 552, 1953, 2258, 2259

Transmissivity  
1644

Transportation vehicles  
886, 1832

Transverse shear deformation  
effects  
46, 81

Trucks  
16, 505, 506, 2046, 2437, 2438,  
2504, 2505, 2511, 2512

Truncation  
1554, 1555, 1710

Trusses  
573, 917

Tube arrays  
1178, 1346, 2303, 2304, 2305,  
2306, 2307, 2308, 2309, 2310,  
2311, 2312, 2313, 2314, 2315,  
2316, 2317, 2320, 2321, 2325,  
2328, 2329, 2330, 2331, 2332,  
2333, 2334, 2335, 2336

Tubes  
88, 89, 296, 328, 572, 1131,  
1177, 1347, 1348, 1422, 1635,  
1636, 1637, 1916, 1917, 2323,  
2324, 2326, 2327, 2337, 2339,  
2458

Tubing  
157

Tuning  
44, 211, 536, 657, 699, 904,  
1356, 1358, 1665, 1770, 2415,  
2515, 2520

Tunnel linings  
1970

Tunnels  
606, 1527

Turbine blades  
46, 161, 216, 217, 267, 270, 271,  
272, 538, 556, 632, 700, 1135,  
1319, 1665, 1872, 2246

Turbine components  
410, 1500, 1768

Turbine engines  
367, 1477, 1569, 1768, 2172

Turbines  
164, 607, 712, 1276

Turbofans  
699

Turbogenerators  
208, 209, 210, 211, 212, 415,  
1277, 1278, 1766, 1767, 2030,  
2157

Turbomachinery blades  
542, 2402

Turbomachinery  
60, 223, 409, 841, 866, 905,  
1058, 1211, 1279, 1793, 1794,  
1973, 2076, 2162, 2202, 2409,  
2600

Turbulence  
84, 223, 292, 349, 709, 710, 775,  
1125, 1188, 1210, 1573, 1875,  
2273, 2283, 2308, 2327, 2379,  
2380, 2521

Two degree of freedom systems  
1382, 1446, 1962, 2187, 2192

---

#### Abstract

Numbers: 1-192 193-444 445-652 653-884 885-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2196 2200-2406 2407-2618

#### Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---

Two microphone techniques  
155, 958, 2108

- U -

Ultrasonic resonance  
1338

Ultrasonic techniques  
163, 834, 1970

Ultrasonic vibration  
791

Unbalanced mass response  
60, 167, 206, 207, 209, 213, 220,  
221, 413, 655, 712, 905, 1502,  
2410

Undamped structures  
1382, 1963

Underground explosions  
1987

Underground structures  
495, 938, 944, 1349, 1350, 1527,  
1528

Underwater explosions  
606

Underwater pipelines  
1915, 2338

Underwater sound  
98, 99, 100, 338, 438, 766, 767,  
958, 960, 961, 962, 963, 965,  
1360, 1368, 1484, 1485, 1486,  
1654, 1655, 1656, 2350, 2351,  
2352, 2353

Underwater structures  
380, 1942

Universal joints  
195, 448, 449

Urban noise  
522, 957

- V -

Valves  
67, 149, 1586, 2139, 2253, 2254,  
2530

Van der Pol method  
780, 1208

Variable amplitude excitation  
288

Variable cross section  
73, 312, 556, 947, 1270, 1330,  
1333, 1344, 1903, 2262, 2286,  
2291, 2342

Variable mass  
231

Variable material properties  
740, 1128

Variational methods  
926, 1036, 1250

Vehicle suspension systems  
249

Vehicle-structure interaction  
1078

Vehicle-terrain interaction  
1815, 1822, 1823

Velocity admittance  
1703

Vertical vibrations  
585

Vibration absorbers (equipment)  
2485

Vibration absorbers  
43, 1564

Vibration absorption (equipment)  
895, 1314, 1760, 2194

Abstract

Numbers: 1-192 193-444 445-652 653-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Vibration analysis  
87, 89, 152, 609, 610, 631, 1910,  
1950, 2000

Vibration control  
56, 197, 203, 265, 367, 459, 563,  
865, 875, 1055, 1056, 1097, 1140,  
1166, 1281, 1320, 1345, 1516,  
1872, 1953, 2012, 2021, 2022,  
2027, 2049, 2081, 2129, 2250,  
2270, 2318, 2474, 2480, 2481,  
2486, 2498, 2509, 2510, 2612

Vibration damping  
122, 904, 1314, 1389, 1593

Vibration excitation  
232, 724, 981, 1857

Vibration frequencies  
1617

Vibration generation  
596, 597

Vibration isolation  
530, 897, 2067

Vibration isolators  
696, 2244, 2507

Vibration measurements  
396, 462, 632, 830, 1676, 1960,  
2043, 2048, 2415, 2502, 2596, 325

Vibration meters  
1236

Vibration prediction  
684, 790, 1122, 2014

Vibration probes  
2387

Vibration reduction  
2224

Vibration response  
76, 240, 873, 976, 1309, 1428

Vibration testing  
2617

Vibration tests  
406, 690, 818, 832, 1243, 1792,  
2056, 2319, 2390

Vibration transducers  
1415

Vibration transfer  
1873

Vibrators (machinery)  
1201, 1778

Vibrators  
1182, 1183

Vibratory techniques  
458, 864, 1496, 2028

Vibromotors  
1184

Vibro-impact systems  
847

Violins  
1371, 1460

Viscoelastic core-containing  
materials  
2561

Viscoelastic damping  
691, 986, 1392

Viscoelastic foundations  
1892, 2407

Viscoelastic media  
1802

Viscoelastic properties  
348, 621, 909, 1298, 1338, 1730,  
2134, 2245, 2266, 2278, 2507

Viscoplastic properties  
1670

---

Abstract

Numbers: 1-192 193-444 445-682 683-864 865-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2196 2200-2406 2407-2618

Volume 17

---

Issue:	1	2	3	4	5	6	7	8	9	10	11	12
--------	---	---	---	---	---	---	---	---	---	----	----	----

---



Viscosity effects  
1875, 2098, 2296, 2577

Viscous damping  
208, 436, 989, 1060, 1153, 1168,  
1257, 1393, 1506, 1952

Visco-elastic properties  
2578

Vortex induced excitation  
2248

Vortex shedding  
71, 269, 1090, 1099, 1837, 2032,  
2234, 2272, 2276, 2304, 2307,  
2336, 2531

Vortex-induced vibration  
304, 1033, 1124, 1871, 2269,  
2270, 2271, 2315, 2367, 2368,  
2372

- W -

Walls  
97, 473, 481, 578, 761, 1179,  
1640, 1641, 2343

Warping  
725, 913, 1888, 1913, 2463

Water towers  
2211

Water waves  
2277, 2354

Water  
954, 2115

Wave absorption  
330, 693

Wave attenuation  
340, 1351

Wave diffraction  
384, 771, 1002, 1193, 1198, 1255,  
1657, 1673, 1958, 2569

Wave energy  
829

Wave forces  
244, 303, 502, 567, 568, 645,  
1805, 2228, 2277, 2392, 2562

Wave generation  
84, 313, 923, 1381, 2392

Wave makers  
2392

Wave propagation  
91, 92, 98, 99, 102, 145, 348,  
385, 386, 396, 435, 456, 555,  
564, 622, 623, 624, 680, 735,  
767, 810, 813, 815, 909, 914,  
947, 963, 966, 984, 1047, 1157,  
1158, 1169, 1189, 1199, 1328,  
1365, 1379, 1384, 1484, 1485,  
1486, 1655, 1656, 1672, 1673,  
1722, 1798, 1906, 1923, 1927,  
1952, 2036, 2113, 2114, 2119,  
2126, 2146, 2147, 2241, 2242,  
2260, 2340, 2341, 2347, 2351,  
2353, 2564, 2568

Wave radiation  
94, 342, 604, 656, 768, 771, 773,  
1120, 1364, 1366, 1367, 1371,  
1599, 1648, 1657, 1907, 1932,  
1990, 2088, 2118, 2121, 2348

Wave reflection  
347, 399, 956, 1171, 1671, 1674,  
1886, 1943, 2341, 2352

Wave refraction  
960, 965

Wave scattering  
101, 329, 343, 387, 388, 438,  
769, 770, 811, 812, 814, 959,  
962, 964, 967, 968, 1194, 1198,  
1366, 1613, 1672, 1675, 1725,  
1926, 1981, 2040, 2116, 2120,  
2146

#### Abstract

Numbers: 1-192 193-444 445-652 653-884 885-1085 1086-1283 1284-1486 1487-1756 1757-2002 2003-2199 2200-2406 2407-2618

#### Volume 17

Issue: 1 2 3 4 5 6 7 8 9 10 11 12

Wave transmission  
93, 339, 598, 716, 950, 1674,  
1886

Wavefront expansion method  
2533

Waveguide analysis  
1368, 1925

Wear  
132, 634, 791, 807, 873, 1108,  
2079, 2249, 2337

Weighted residual technique  
472, 2467

Welded joints  
61, 288, 289, 547, 548, 1326

Wheels  
1867, 2072

Wheelsets  
247, 464

Whipping phenomena  
593, 594, 595, 943

Whirling  
57, 58, 206, 871, 1066, 1070,  
1071, 1072, 1073, 1279, 1507,  
1547, 1579, 2407

Wilson method  
2190

Wind forces  
238

Wind tunnel testing  
1090, 1117, 1264, 1301, 1476,  
1477, 1678, 2005, 2468, 2598

Wind tunnel tests  
407, 1080, 2470

Wind tunnels  
1474, 1965, 1971

Wind turbines  
267, 1135, 1284, 1765, 1872

Windows  
30, 34, 950, 1352

Wind-induced excitation  
114, 122, 338, 471, 488, 526,  
551, 552, 661, 670, 692, 1080,  
1081, 1082, 1084, 1085, 1086,  
1087, 1088, 1089, 1091, 1093,  
1094, 1095, 1097, 1098, 1099,  
1100, 1117, 1135, 1167, 1205,  
1221, 1296, 1353, 1519, 1520,  
1523, 1601, 1805, 1872, 1953,  
2032, 2115, 2196, 2210, 2212,  
2362, 2370, 2372, 2466

Wind-induced vibrations  
891

Wing stores  
250, 250, 363, 1843

Winkler foundations  
1525, 1885, 2279

Wire  
1882

Wood  
483, 1521

- Y -

Yaw angle  
2307

- Z -

Zoom analysis method  
2373

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Abstract

Numbers: 1-192 193-444 445-852 853-884 885-1055 1056-1263 1264-1496 1497-1756 1757-2002 2003-2199 2200-2406 2407-2618

Volume 17

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Issue:	1	2	3	4	5	6	7	8	9	10	11	12
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# CALENDAR

## JANUARY

**28-30 Reliability and Maintainability Symposium [ASME] Las Vegas, NV (ASME)**

## FEBRUARY

**3-6 4th International Modal Analysis Conference [Union College] Los Angeles, CA (Ms. Rae D'Amelio, Union College, Wells House, Schenectady, NY 12308 - (518) 370-6288)**

## MARCH

**5-7 Vibration Damping Workshop II [Flight Dynamics Laboratory of the Air Force Wright Aeronautical Labs.] Las Vegas, NV (Mrs. Melissa Arrajj, Administrative Chairman, Martin Marietta Denver Aerospace, P.O. Box 179, Mail Stop M0486, Denver, CO 80201 - (303) 977-8721)**

**24-27 Design Engineering Conference and Show [ASME] Chicago, IL (ASME)**

## APRIL

**8-11 International Conference on Acoustics, Speech, and Signal Processing [Acoustical Society of Japan, IEEE ASSP Society, and Institute of Electronics and Communication Engineers of Japan] Tokyo, Japan (Hiroya Fujisaki, EE Department, Faculty of Engineering, University of Tokyo, Bunkyo-ku, Tokyo 113, Japan)**

**13-16 American Power Conference [ASME] Chicago, IL (ASME)**

**29-1 9th International Symposium on Ballistics [Royal Armament Research and Development Establishment] RMCS, Shrivenham, Wiltshire, UK (Mr. N. Griffiths, OBE, Head/XT Group, RARDE, Fort Halstead, Sevenoaks, Kent TN14 7BP, England)**

## MAY

**12-16 Acoustical Society of America, Spring Meeting [ASA] Cleveland, OH (ASA Hqs.)**

## JUNE

**3-6 Symposium and Exhibit on Noise Control [Hungarian Optical, Acoustical, and Cinematographic Society; National Environmental Protection Authority of Hungary] Szeged, Hungary (Mrs. Ildiko Baba, OPAKFI, Anker koz 1, 1061 Budapest, Hungary)**

**4-6 Machinery Vibration Monitoring and Analysis Meeting [Vibration Institute] Las Vegas, NV (Dr. Ronald L. Eshleman, Director, The Vibration Institute, 101 W. 55th St., Suite 206, Clarendon Hills, IL 60514 - (312) 654-2254)**

**8-12 Symposium on Dynamic Behavior of Composite Materials, Components and Structures [Society for Experimental Mechanics] New Orleans, LA (R.F. Gibson, Mech. Engrg. Dept., University of Idaho, Moscow, ID 83843 - (208) 885-7432)**

## JULY

**20-24 International Computers in Engineering Conference and Exhibition [ASME] Chicago, IL (ASME)**

**21-23 INTER-NOISE 86 [Institute of Noise Control Engineering] Cambridge, MA (Professor Richard H. Lyon, Chairman, INTER-NOISE 86, INTER-NOISE 86 Secretariat, MIT Special Events Office, Room 7-111, Cambridge, MA 02139)**

**24-31 12th International Congress on Acoustics, Toronto, Canada (12th ICA Secretariat, P.O. Box 123, Station Q, Toronto, Ontario, Canada M4T 2L7)**

## **SEPTEMBER**

**14-17 International Conference on Rotor-dynamics** [IFTOMM and Japan Society of Mechanical Engineers] Tokyo, Japan (Japan Society of Mechanical Engineers, Sanshin Hokusei Bldg., 4-9, Yoyogi 2-chome, Shibuyak-ku, Tokyo, Japan)

**22-25 World Congress on Computational Mechanics** [International Association of Computational Mechanics] Austin, Texas (WCCM/TICOM, The University of Texas at Austin, Austin, TX 78712)

## **OCTOBER**

**5-8 Design Automation Conference** [ASME] Columbus, OH (ASME)

**5-8 Mechanisms Conference** [ASME] Columbus, OH (ASME)

**19-23 Power Generation Conference** [ASME] Portland, OR (ASME)

**20-22 Lubrication Conference** [ASME] Pittsburgh, PA (ASME)

## **NOVEMBER**

**30-5 American Society of Mechanical Engineers, Winter Annual Meeting** [ASME] San Francisco, CA (ASME)

**CALENDAR ACRONYM DEFINITIONS  
AND ADDRESSES OF SOCIETY HEADQUARTERS**

<b>AHS</b>	American Helicopter Society 1325 18 St. N.W. Washington, D.C. 20036	<b>IMechE</b>	Institution of Mechanical Engineers 1 Birdcage Walk, Westminster London SW1, UK
<b>AIAA</b>	American Institute of Aeronautics and Astronautics 1633 Broadway New York, NY 10019	<b>IFTOMM</b>	International Federation for Theory of Machines and Mechanisms U.S. Council for TMM c/o Univ. Mass., Dept. ME Amherst, MA 01002
<b>ASA</b>	Acoustical Society of America 335 E. 45th St. New York, NY 10017	<b>INCE</b>	Institute of Noise Control Engineering P.O. Box 3206, Arlington Branch Poughkeepsie, NY 12603
<b>ASCE</b>	American Society of Civil Engineers United Engineering Center 345 E. 47th St. New York, NY 10017	<b>ISA</b>	Instrument Society of America 67 Alexander Dr. Research Triangle Pk., NC 27709
<b>ASLE</b>	American Society of Lubrication Engineers 838 Busse Highway Park Ridge, IL 60068	<b>SAB</b>	Society of Automotive Engineers 400 Commonwealth Dr. Warrendale, PA 15096
<b>ASME</b>	American Society of Mechanical Engineers United Engineering Center 345 E. 47th St. New York, NY 10017	<b>SEB</b>	Society of Environmental Engineers Owles Hall, Buntingford, Hertz. SG9 9PL, England
<b>ASTM</b>	American Society for Testing and Materials 1916 Race St. Philadelphia, PA 19103	<b>SESA</b>	Society for Experimental Mechanics (formerly Society for Experimental Stress Analysis) 14 Fairfield Dr. Brookfield Center, CT 06805
<b>ICF</b>	International Congress on Fracture Tohoku University Sendai, Japan	<b>SNAME</b>	Society of Naval Architects and Marine Engineers 74 Trinity Pl. New York, NY 10006
<b>IEEE</b>	Institute of Electrical and Electronics Engineers United Engineering Center 345 E. 47th St. New York, NY 10017	<b>SPB</b>	Society of Petroleum Engineers 6200 N. Central Expressway Dallas, TX 75206
<b>IES</b>	Institute of Environmental Sciences 940 E. Northwest Highway Mt. Prospect, IL 60056	<b>SVIC</b>	Shock and Vibration Information Center Naval Research Laboratory Code 5804 Washington, D.C. 20375-5000

## PUBLICATION POLICY

Unsolicited articles are accepted for publication in the **Shock and Vibration Digest**. Feature articles should be tutorials and/or reviews of areas of interest to shock and vibration engineers. Literature review articles should provide a subjective critique/summary of papers, patents, proceedings, and reports of a pertinent topic in the shock and vibration field. A literature review should stress important recent technology. Only pertinent literature should be cited. Illustrations are encouraged. Detailed mathematical derivations are discouraged; rather, simple formulas representing results should be used. When complex formulas cannot be avoided, a functional form should be used so that readers will understand the interaction between parameters and variables.

Manuscripts must be typed (double-spaced) and figures attached. It is strongly recommended that line figures be rendered in ink or heavy pencil and neatly labeled. Photographs must be unscreened glossy black and white prints. The format for references shown in Digest articles is to be followed.

Manuscripts must begin with a brief abstract, or summary. Only material referred to in the text should be included in the list of References at the end of the article. References should be cited in text by consecutive numbers in brackets, as in the following example:

Unfortunately, such information is often unreliable, particularly statistical data pertinent to a reliability assessment, as has been previously noted [1].

Critical and certain related excitations were first applied to the problem of assessing system reliability almost a decade ago [2]. Since then, the variations that have been developed and practical applications that have been explored [3-7] indicate . . .

The format and style for the list of References at the end of the article are as follows:

- each citation number as it appears in text (not in alphabetical order)
- last name of author/editor followed by initials or first name
- titles of articles within quotations, titles of books underlined
- abbreviated title of journal in which article was published (see Periodicals Scanned list in January, June, and December issues)
- volume, issue number, and pages for journals; publisher for books
- year of publication in parentheses

A sample reference list is given below.

1. Platzer, M.F., "Transonic Blade Flutter -- A Survey," Shock Vib. Dig., 2 (7), pp 97-106 (July 1975).
2. Bisplinghoff, R.L., Ashley, H., and Halfman, R.L., Aeroelasticity, Addison-Wesley (1955).
3. Jones, W.P., (Ed.), "Manual on Aeroelasticity," Part II, Aerodynamic Aspects, Advisory Group Aeronaut. Res. Dev. (1962).

Articles for the Digest will be reviewed for technical content and edited for style and format. Before an article is submitted, the topic area should be cleared with the editors of the Digest. Literature review topics are assigned on a first come basis. Topics should be narrow and well-defined. Articles should be 3000 to 4000 words in length. For additional information on topics and editorial policies, please contact:

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